Transboundary cooperation
**Main goal**

To develop and apply a Decision Support System (DSS) for ecosystem-based maritime spatial planning (EB-MSP) together with best practice guidance to enhance the design and effectiveness of spatial conservation and restoration measures for marine biodiversity in European Sea.

**Planning sites**

- Southern North Sea
- Celtic Sea
- Western Baltic Sea
- Bay of Biscay
- Western Medit. Sea
- Campania
- Greek Seas
- Azores

**Outcomes will contribute to:**

1. Prioritisation of future protected areas, restoration areas, and science-based MSP
2. Implementation of the EU Biodiversity Strategy for 2030 (2030 -30%-10% and Trans-European Nature Network) and the Convention on Biological Diversity post-2020 framework
3. Improved science base for the description of Ecologically or Biologically Significant marine Areas (EBSA)

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**www.marineplan.eu**

**@MarinePlanEBMSP**

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**Topics and evolution**

- Analysing gaps and developing the EB-MSP DSS
- Applying the DSS in Planning Sites
- Synthesis

**Planning sites**

- FISHERIES @ MarinePlanEBMSP
- MARINE EXTRACTION OF OIL & GAS
- OFFSHORE WIND ENERGY
- COASTAL TOURISM
- COASTAL & ENVIRONMENTAL PROTECTION
- BOTT ACTIVITIES & MARITIME LEASEHOLD
- FISHERIES
- MARINE EXTRACTION OF OIL & GAS

**Full citation:**

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This project has received funding from the European Union’s Horizon Europe Framework Programme (HORIZON) research and innovation programme under grant agreement N°101059407
Transboundary Marine Spatial Planning for areas in and around shared Ecologically or Biologically Significant Marine Areas (EBSAs) between Angola-Namibia and Namibia-South Africa

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¹ Department for Marine Spatial Planning, National Directorate for Sea Affairs, Ministry of Fisheries and Marine Resources, ² National Planning Commission Namibia, ³ Marine Spatial Planning, Directorate Ocean Conservation Strategies, Department of Forestry, Fisheries and the Environment South Africa

Transboundary cooperation in the BCLME

Safeguarding marine biodiversity and maintaining essential ecological processes while enabling economies to sustainably grow, in the sense of the Blue Economy, requires the identification of key sites of marine biodiversity value and implementation of the required necessary practical spatial management measures.

Benguela Current Large Marine Ecosystem (BCLME) States (Angola, Namibia and South Africa) are currently formulating and incorporating required practical spatial management measures for EBSAs in their respective Marine Spatial Planning (MSP) processes at both national and transboundary level.

Three transboundary EBSAs are shared between the countries: Namibe EBSA between Angola and Namibia, Orange Seamount & Canyon Complex and Orange Cone EBSAs between Namibia and South Africa.

Inter-Ministerial Working Groups on MSP and EBSAs were established nationally and regionally to lead the processes and are responsible for engaging industry, academic and civil society stakeholders throughout the processes.

The regional approach allowed for cross border alignment of priorities and management between countries, as well as pooled expertise, technical support, and capacity development.

The whole process is anchored on ecosystem-based MSP which uses EBSAs as a central pillar.

Progress in each BCLME country

<table>
<thead>
<tr>
<th>Country</th>
<th>Angola</th>
<th>Namibia</th>
<th>South Africa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developed first Marine Spatial Plan for the entire Exclusive Economic Zone, incorporates EBSAs as specific environmental zones and regulations. Plan implementation starts in 2023</td>
<td>Development of the Central Marine Spatial Plan with an associated Strategic Environmental Assessment is completed</td>
<td>A marine biodiversity sector plan has been developed which includes EBSAs into conservation zones and sets out proposed regulations. MSP planning phase starts in 2023</td>
<td></td>
</tr>
<tr>
<td>National Strategy for the Sea of Angola serves as the basis for the development of a Sustainable Blue Economy (SBE)</td>
<td>Namibia used EBSAs as conservation features in the marine spatial planning process. A SBE Policy is under development</td>
<td>Developed MSP legal framework. A national initiative “Operation Phakisa” has driven the development of the SBE</td>
<td></td>
</tr>
<tr>
<td>Five new EBSAs Two revised EBSAs (incl- one transboundary EBSA) submitted to CBD</td>
<td>Two new EBSAs Five revised EBSAs (incl- three transboundary EBSAs) submitted to CBD</td>
<td>Four new EBSAs Twelve revised EBSAs (incl two-transboundary EBSAs) submitted to CBD</td>
<td></td>
</tr>
<tr>
<td>In the process of declaring its first MPA in the transb. EBSA</td>
<td>Revising the management plan of one MPA</td>
<td>Several MPAs declared in the EBSAs, including one in a transb. EBSA</td>
<td></td>
</tr>
</tbody>
</table>

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Developing Integrated Ocean Management in the Abidjan Convention Region: 7 years of experience through the Mami Wata project

Mario Caña Varona1, Tanya Bryan1, Richard Dacosta1, Marco Vinaccia1, Christian Neumann1, Alison Amoussou2.
1GRID-Arendal; 2 Abidjan Convention Secretariat

Introduction

The marine environment of the African Atlantic coast is home to highly productive ecosystems and biodiversity hotspots. Its living resources and habitats are however in widespread decline, with human activities having adverse impacts.

The Mami Wata project “Enhancing Marine Management in West, Central and Southern Africa through Training and Application” has engaged with countries of the Abidjan Convention Region to reverse this trend since 2016. Mami Wata aimed to address human activities at sea in a holistic way through Integrated Ocean Management (IOM) approaches to promote the conservation and sustainable use of the marine environment.

The project strategy

Mami Wata followed a dual strategy with capacity development at its core. First, the project strengthened regional capacity by creating three regional Centres of Expertise on three IOM tools:

i. State of Marine Environment (SoME), a baseline assessment on the state of the environment;

ii. Ecologically or Biologically Significant marine Areas (EBSA), a framework to identify areas of special importance for their ecological and biological characteristics; and

iii. Marine Spatial Planning (MSP), a process to allocate space to human uses under an ecosystem-based approach.

In parallel, the project applied these IOM tools in three national pilot projects countries: Benin, Côte d’Ivoire and Ghana. These countries now serve as lighthouses for IOM throughout the rest of the region.

Impacts

With the completion of the project, these three countries have now validated their respective SoME reports (Togo as well), identified EBSAs, and developed MSP pilot plans. As a result of the work of the project, Benin and Côte d’Ivoire have also declared their first Marine Protected Areas (MPA). Regionally, the Abidjan Convention adopted an IOM policy in 2021, which will serve as the framework to upscale IOM (and the Mami Wata experience) to the rest of the region.

More information and contact

www.mamiwataproject.org
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Acknowledgements

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Spatial planning perspectives at sea-basin scale – experience of VASAB in the Baltic Sea

By VASAB Secretariat info@vasab.org

VASAB (Vision and Strategies around the Baltic Sea)
- intergovernmental multilateral co-operation of the Baltic Sea Region on spatial planning and development:
  » provides policy options for territorial development
  » knowledge exchange on spatial planning and development

VASAB supports macro-regional framework for MSP in the Baltic Sea Region:
• Contributes to the work of HELCOM-VASAB MSP Working Group towards coherent MSP:
  • Baltic Regional MSP Roadmap 2021-2030
  • MSP guidelines on ecosystem-based approach, transboundary consultations, MSP output data structure
• Together with HELCOM acts as Policy area ‘Spatial Planning’ coordinator within EUSBSR
• Organizes Baltic MSP Forums
• Facilitates Planners’ Forum – practical knowledge exchange among MSP practitioners
• Participates in MSP projects to support policy building, testing approaches, expand stakeholder networks, generate & accumulate expertise

Future sketch of the Baltic Sea Region in 2040

2012 2022

Find out more
www.vasab.org
10 Recommendations
How to improve Maritime Spatial Planning to reach European climate, energy and biodiversity targets
By the Offshore Coalition for Energy and Nature - OCEaN

The ongoing biodiversity and climate crisis have prompted various non-governmental organisations (NGOs), wind industry actors and transmission system operators (TSOs) to join forces and cooperate in a coalition to accelerate the deployment of offshore wind energy and grid infrastructure while ensuring alignment with nature protection and healthy marine ecosystems. Today, 27 organisations from across Europe have committed to working together to achieve these goals.

1. Member States should implement an ecosystem-based approach to MSP to support the achievement of Good Environmental Status of the seas
   Inspirational example: Symphony tool in Sweden

2. Member States should regard transboundary cooperation as a cornerstone of European MSP ambitions
   Inspirational example: HELCOM and VASAB

3. Members States should share MSP data in a harmonised way to enable transboundary cooperation
   Inspirational example: EMODnet

4. Member States should address cumulative impacts and long-term scenarios hand in hand
   Inspirational examples: Estonia and Sweden MSPs

5. Member States States should collect marine data continuously to guide responsive and adaptive decision-making
   Inspirational example: Belgian Marine Data Monitoring

6. Member States should streamline existing environmental data collection and use it to guide MSP
   Inspirational example: Netherlands and France

7. Member States should ensure continuous and equitable stakeholder engagement in the MSP process
   Inspirational example: SeaSketch

8. Member States should protect nature by establishing a representative and ecologically coherent network of effectively managed Marine Protected Areas
   Inspirational examples: Latvia, Lithuania, Sweden

9. Member States should integrate multiple use in offshore wind farms from the early planning stages
   Inspirational example: Ten guidelines for Communities of Practices in the Netherlands

10. Member States should make Maritime Spatial Plans a legally binding framework for all marine activities and provide regulatory clarity
    Inspirational example: Netherlands and France
Procesos de Interacción Tierra - Mar – Tierra. Estudio comparativo entre Argentina y Uruguay

Echevarría, L1; Conde, D2; Veron, E3,4; Medina, M1; Socrates, J4; Sánchez, V5; García, M4; Fernández, M6; Pérez, W5; Camiolo, M7; Valle, E8; Jaureguizar, A7,9; Caporale, M6; Machain, T1; Martínez, R1
1 FAU, UdelaR, Uruguay - 2 FC, UdelaR, Uruguay, 3 CONICET, Argentina, 4 CIGSA, UNMDP, Argentina, 5 CURE, UdelaR; 6 EI, UdelaR, Uruguay, 7 UPSO, Argentina, 8 FHCE, UdelaR, Uruguay, 9 CIC, Argentina.

Tanto la zona costero-marina de Argentina como la de Uruguay presentan particularidades y dinámicas que las hacen relevantes para el estudio. En ambos casos forman parte del área correspondiente al estuario del Río de la Plata (RdLP) (Montevideo) y el frente marítimo del mismo (Mar del Plata). La dinámica y propiedades estuariales y marinas generan diversos patrones de interacciones entre los componentes terrestres y marinos, no solo a nivel de procesos biofísicos, sino también de las actividades, los fenómenos y las infraestructuras presentes en la zona.

Principales interacciones:
- La artificialización costera (urbanización, protección costera, infraestructura portuaria)
- La agricultura,
- Las actividades industriales y/o logísticas
- Transporte marítimo
- La expansión urbana (presiones por cambios de uso de suelo)
- Las áreas naturales protegidas

• Mar del Plata 272 interacciones. 40% “Interacción sin conflicto/Complementariedad” y 31%, “Sin Interacción” y el resto se distribuyen entre las interacciones con Conflicto Bajo, Medio (competencia por el espacio y los recursos) y Alto (Tabla 2a)
• Montevideo, 342 interacciones. 42% “Sin Interacción”, 30% “Interacción sin conflicto/Complementariedad”, un 17% con Conflicto Bajo, 11% conflicto Medio (competencia por el espacio y los recursos) y un 8,5% a conflicto Alto competencia por el espacio y/o recursos con efectos ambientales negativos (Tabla 2b, Figura 8).