




PRACTICES TO ACCELERATE THE IMPLEMENTATION OF WESTERN INDIAN OCEAN REGION STRATEGIC ACTION PROGRAMMES (SAPS) DAR-ES SALAAM, TANZANIA, 28-29 MARCH 2019

MARINE SPATIAL PLANNING

Ref:Vyonne Waweru

By Dr. Ochanda

✓ Most widely used definition: ‘a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic, and social objectives that are usually specified through a political process’ (IOC-UNESCO) 

✓ Main Characteristics (IOC-UNESCO)

- ✓ **Integrated** across sectors and agencies and among levels of government
- ✓ **Strategic and Future oriented** focussed on the long term
- ✓ **Participatory** involving stakeholders actively in the process
- ✓ **Adaptive** capable of learning from experience
- ✓ **Ecosystem-based** balancing ecological, social, economic, and cultural goals and objectives towards sustainable development & maintenance of ecosystem services
- ✓ **Place-based or area-based** focussed on explicitly defined areas (offshore area, EEZ)

- ✓ It is a political and social process informed by both the natural and social sciences
- ✓ Over the last 20 years, MSP has matured from a concept to a practical approach to moving towards sustainable development in the oceans
- ✓ Globally about 70 countries now have MSP initiatives: new initiatives and revision of existing plans (IOC-UNESCO)

WHY WE NEED MSP IN THE REGION.

- ✓ Existing economic activities in WIO ocean space (commercial fishing, recreation, and marine transportation are often carried out without MSP to provide guidance on the connections between these areas
- ✓ MSP will enable better organization of new economic activities (offshore oil and gas exploration, offshore aquaculture, bio prospecting, and offshore renewable energy)
- ✓ Increasing pressure on coastal and marine ecosystems from economic activities requires ecosystem-based MSP that will safeguard ecologically important ocean areas (spawning grounds, nurseries, migration stop-over points for birds and marine mammals, and coral reefs) from the impacts of other competing activities in the same space

NEED FOR MSP CONT...

- Current management of the marine environment is fragmented across sectors and there is no holistic plan-led approach that provides an integrated plan and a common vision that minimises conflicts across all the different uses, and between the uses and the environment.
- MSP will aid countries need to meet their international obligations e.g CBD/Aichi Targets and 2030 Agenda and SDGs.

- **Decision COP 8/10.4 in 2015-** Contracting Parties agreed to cooperate on improving the governance of areas beyond national jurisdiction, build on existing regional institutions, and develop area based management tools such as marine spatial planning to promote the blue economy pathways in the region.
- COP 9 held in 2018 further elaborated on MSP:
 - a) **Decision COP 9/1.2-** includes MSP as one of the priority areas of the Nairobi Convention Work Programme 2018-2022

b) Decision CP.9/10: Marine spatial planning for the blue and ocean economy

1. To urge Contracting Parties to continue to advance blue or ocean economy approaches in the context of Sustainable Development Goal 14.... benefits including fisheries, tourism, oil/gas devt, renewable energy among others;
2. Urge Parties, within UNICLOS, to cooperate with regional institutions on ocean governance & conservation of marine biodiversity, build and develop area-based management tools, E.G MSP to promote blue economy pathways in WIO region;
3. To request the secretariat, in collaboration with partners, to develop capacity-building programmes on MSP as a tool for sustainable economic growth;
- 4.

- WIO ocean assets currently valued at US\$ 333.8 billion (Obura et al., 2017)
- MSP in the region has often been connected to the ‘Blue Economy’ and is likely intended to contribute to wider blue growth/economy national strategies to ensure that investments are made with a focus on addressing spatial competition in the ocean

- Most countries have laws, policies, and regulations broadly categorised into:
 - a) Environmental legislation,
 - b) Fisheries regulation, and
 - c) Frameworks for cross-sectoral and integrated management such as Integrated Coastal Zone Management (ICZM)
- Most instruments may not contain explicit provisions for cross-sectoral MSP, but have **direct and significant** influence on the allocation of marine space for a particular purpose.

- Future MSP policy frameworks by countries likely to be hinged on ocean/blue economy strategies
- Depending on the priorities and national circumstances of each country, stand-alone MSP frameworks could be used
- Others may consider designing MSP as a statutory process that incorporates both plan making and regulatory controls that clearly defines consenting, enforcement and monitoring responsibilities

MSP IN AREAS BEYOND NATIONAL JURISDICTION

- MSP practice often used in the management of internal and territorial waters, and EEZ and continental shelf areas
- The regional level has an important role to play with regard to ABNJ through the use of area-based management tools e.g. creation of Marine Protected Areas (MPAs) and EBSA's (e.g. Mediterranean through the **Barcelona Convention**, the Southern Ocean through the **Convention for the Conservation of Antarctic Marine Living Resources** (CCAMLR), the North-East Atlantic through the **OSPAR Convention** and the South Pacific through the **Nouméa Convention**)

MSP IN AREAS BEYOND NATIONAL JURISDICTION....CTD

- 2017 UNEP WCMC (world conservation monitoring centre) study on biodiversity conservation and cross sectoral cooperation in the WIO in the ABNJ study:
 - a) The main challenge in planning and implementing activities in the ABNJ lack of capacity on ABNJ-related issues at the national level
 - b) Development of relevant capacities, and raising awareness around the connectivity between EEZs and ABNJ is crucial
 - c) Nairobi Convention could act as a champion to strengthen cross-sectoral cooperation in ABNJ in the Western Indian Ocean

INTERACTIONS OF MSP WITH OTHER PLANS IN THE COASTAL ZONE

- **Decision CP9/4:** Contracting Parties agreed to finalize the Nairobi Convention ICZM Protocol process and adopt the Protocol before the next COP
- ICZM Negotiation Meeting ongoing in Dares Salaam: MSP in the WIO could be linked and work alongside the longer-standing process of the negotiation of the Nairobi Convention ICZM Protocol
- MSP should be viewed as a component of the broader land-sea management (landscape/seascape approach to protecting both nearshore land and sea) so that impacts of land-based threats to sea are minimized through spatial planning
- Basins management authorities could be involved in MSP discussions and processes

Seychelles Marine Spatial Planning Initiative

SCSCSC

- Implemented as one of the strategic priorities of Seychelles Blue Economy Road Map.
- It is a Government-led process, with planning and facilitation managed by The Nature Conservancy (TNC) in partnership with Government of Seychelles – UNDP GEF Programme Coordinating Unit (PCU).
- The initiative seeks to address three main objectives: expansion of marine protected areas from 0.04 percent to 30 percent of the EEZ; developing the Blue Economy; and addressing climate change adaptation

- The Government of Mauritius has set up an MSP Coordinating Committee that brings together all the relevant stakeholders to support the development of a holistic plan
- Three technical working groups that will focus on new economic activities: aquaculture sites, marina development, and tourism and recreational activities established

- Implementation of MSP is a key pillar of Operation PHAKISA.
- The South Africa MSP Bill was approved by the National Assembly and the National Council of Provinces in December 2018 to facilitate development, implementation, and monitoring of MSPs and co-ordination with terrestrial and coastal planning
- South Africa has also recently declared 22 MPAs

- [The EU Directive on Maritime Spatial Planning \(2014/89/EU\)](#) requires all coastal European Union Member States to prepare cross-sectoral maritime spatial plans by 2021.
- In furtherance of this Directive, France has domesticated the through legislation and is currently developing its national MSP.
- The [Ocean Metiss](#) project on Réunion Island which aims at developing an efficient decision-making tool for long-term sustainable development of the blue economy also directly contributes to MSP.

WIOSAP

- Component A of the WIOSAP project on sustainable management of critical habitats aims to support and enhance the capacity of participating countries select priority critical coastal and marine zones, and develop their spatial plans through participatory processes involving several stakeholders such as government, NGOs and CBOs and the private sector.
- Where possible, this activity will reinforce a network of Marine Protected Areas (MPAs) in the WIO region

SAPPHIRE

- MSP activities are supported by activity 1.2.5 of the SAPPHIRE project on co-developing and co-implementing a regional methodology for MSP as well as activity 4.2.3 on identifying appropriate areas for demonstrating localized community MSP linked to local economic development

- The **European Union Marine Spatial Planning Directive** (EU MSP Directive) of 2014 requires all coastal Member States to prepare cross-sectoral maritime spatial plans by 2021 that should:
 - apply the ecosystem-based approach;
 - contribute to the preservation, protection and improvement of the environment;
 - contribute to the sustainable development of energy sectors, maritime transport, and fisheries and aquaculture and additional objectives such as sustainable tourism or the extraction of raw materials;
 - take into account land-sea interactions and promote coherence between MSP and ICZM;
 - involve cross-border cooperation;
 - involve participation of relevant stakeholders, authorities, and public concerned;
 - make use of best available data and sharing of information.
- The European Commission (EC) has set up the **European MSP Platform** as a mechanism for supporting implementation of the Directive, and providing information on progress and good practice.

- One of the first projects of the BCC was a Spatial Biodiversity Assessment that aimed to design a Spatial Management Plan for the BCLME as a whole, including identification of priority areas for MPAs.
- This was followed with a regional co-operation project: The Marine Spatial Management and Governance Project (MARISMA), 2014–2020.
- The approach taken in the MARISMA Project is to identify Ecologically and Biologically Significant Areas (EBSAs) for effective management, including conservation and protection, in a region-wide MSP.
- There are three work areas in the MARISMA Project: the EBSAs' theme informs the MSP theme which is supported by the cross-cutting focus on capacity development, awareness raising and dissemination of results, experiences and products

GOOD MSP PRACTICES: BALTIC MARITIME SPATIAL PLANNING (MSP) ROADMAP

- Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia, and Sweden in 2013 within the framework of the Helsinki Commission (HELCOM) developed the Baltic Maritime Spatial Planning Roadmap to develop coherent MSP throughout the Baltic by 2020, based on the ecosystem approach
- Roadmap was negotiated within a joint MSP working group of HELCOM and Vision and Strategies around the Baltic Sea (VASAB). It outlines the regional level actions to be taken by members, structured around seven thematic steps:
 - intergovernmental cooperation;
 - public participation;
 - the ecosystem approach;
 - information and data;
 - education;
 - national and regional frameworks for MSP; and
 - evaluation and follow-up.
- Parties responsible for domestic implementation and update the Roadmap as necessary and assess implementation on a biennial basis

Borrowing of Good Practices:

- The EU as a transnational body through the EU MSP Directive been successful in providing guidance for member states on the parameters that they should take into account in developing national MSP frameworks
- Baltic MSP Roadmap demonstrates how a regional roadmap can be used to develop coherent MSP within the framework of a regional seas convention (HELCOM (<http://www.helcom.fi>)), and establish a common vision and commitment for member states.
 - Negotiation of such a roadmap in the Nairobi Convention Area could be undertaken by a specialist regional taskforce similar to the VASAP with representation of key sectors and stakeholders from the region

1. Regional Cooperation for MSP

- ✓ Promoting and advancing a common approach to MSP across the region and shaping a common vision and direction of MSP for decades to come is needed
- ✓ Regional cooperation and coordination would enable Nairobi Convention Contracting Parties to develop a common approach for delivering MSP leading to greater alignment of national plans.
- ✓ Regional principles of MSP and/or a roadmap on MSP to provide guidance on development of national MSP frameworks.

2. CAPACITY DEVELOPMENT FOR MSP

- ✓ Several Capacity Building Workshops organized
- ✓ Only a few countries in the WIO Region have capacity for the development and implementation of marine spatial plans
- ✓ **Capacity development based on good practice** is essential to achieve MSP implementation in the WIO

- ✓ **Regional cooperation and exchange on science** and research has proven to be valuable in the sharing of knowledge **and good practices**.
- ✓ The **European MSP Platform** for example highlights the need for tracking progress on implementation and sharing good practices at the regional level for timely and effective implementation at national levels.
- ✓ There are also further opportunities for region-to-region dialogues that could help Nairobi Convention countries to exchange good practices and measures to tackle challenges on MSP with other regions
- ✓ Could be linked to Global MSP Initiative



Thank you for your attention!

Ahsante