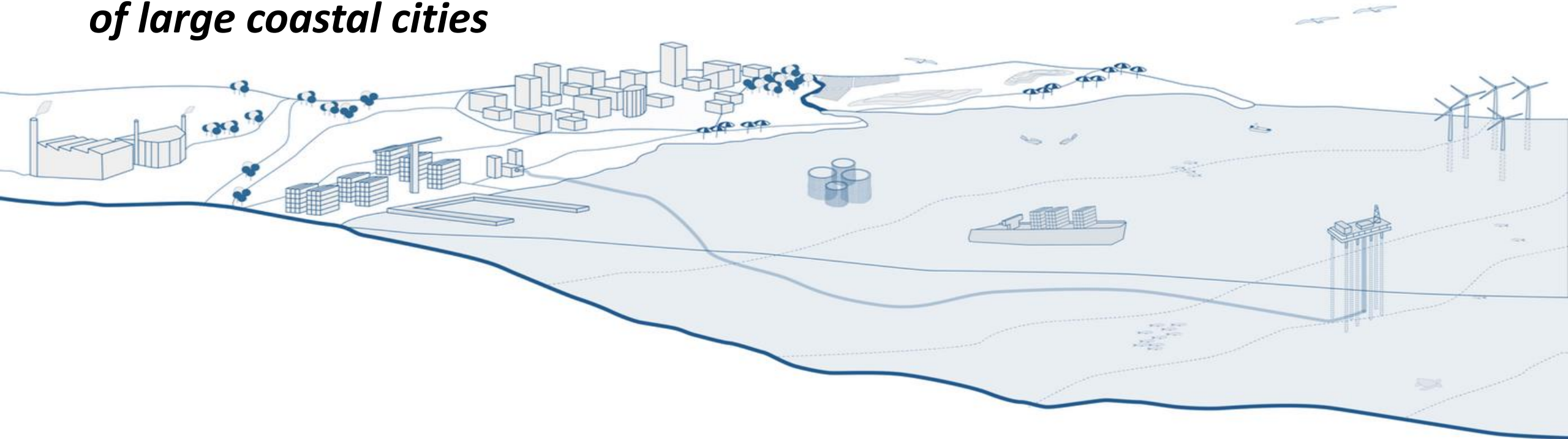


Charting the route towards place-based maritime spatial planning in front of large coastal cities



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Research subject

Maritime Spatial Planning (MSP)

- Process to **analyse and organize the spatio-temporal distribution of human activities at sea**
- Through **public policies**
- Through **stakeholder engagement**



Reality

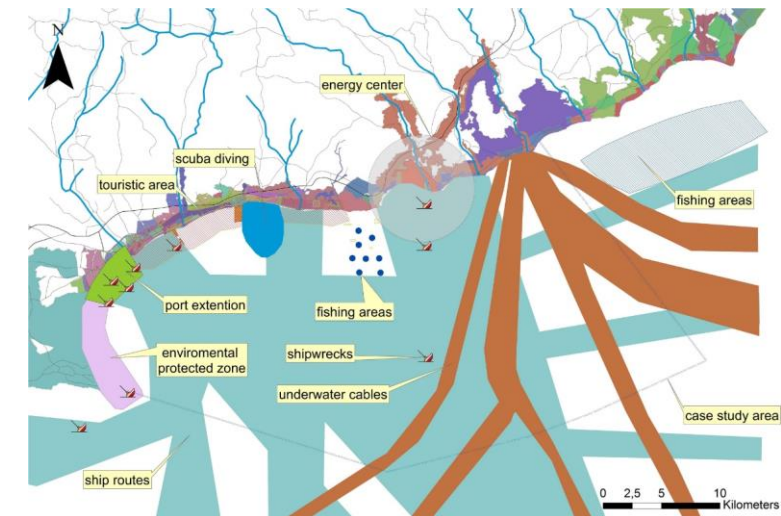


Source de l'image : <https://maritime-spatial-planning.ec.europa.eu/sites/default/files/ronco-stpetersburg-dec-2021-pdf.pdf>

Objectifs

Écologiques
Économiques
Sociaux

Planned marine space

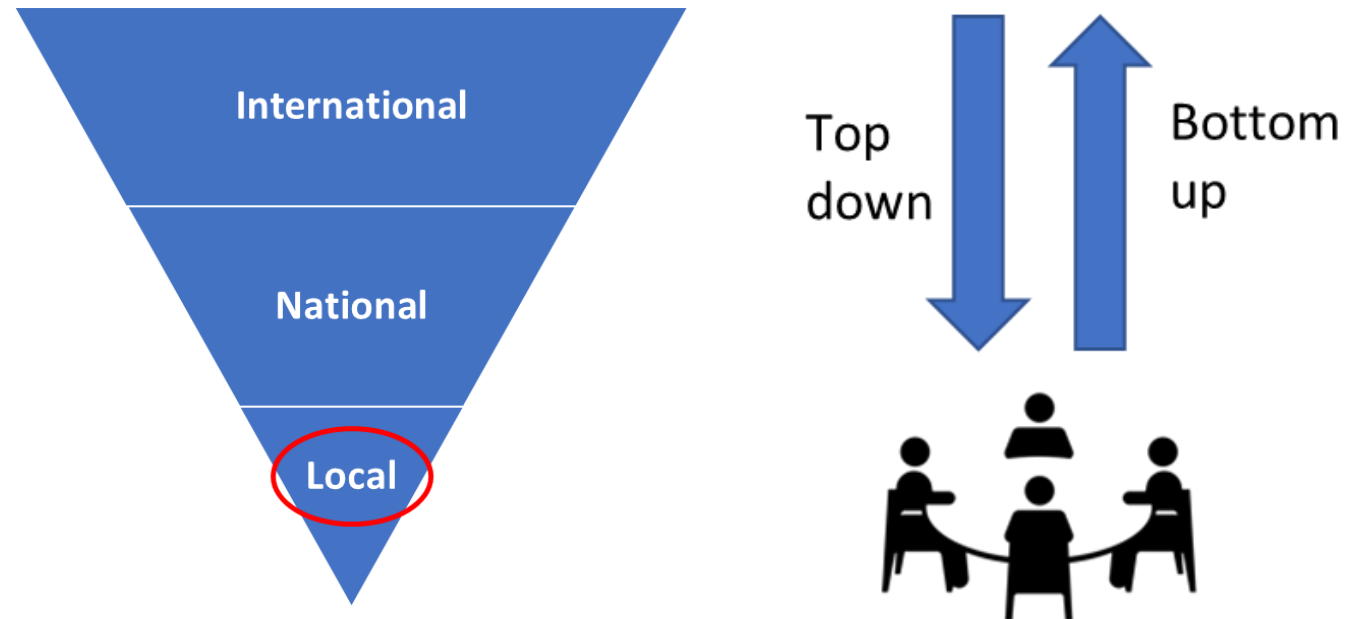


Source de l'image: <https://www.frontiersin.org/articles/10.3389/fmars.2021.726187/full>

Multi-scale approach: a 'nested approach' in which each level provides context for the level below is considered to provide the most effective approach (Lagabrielle et al., 2018).

Research subject

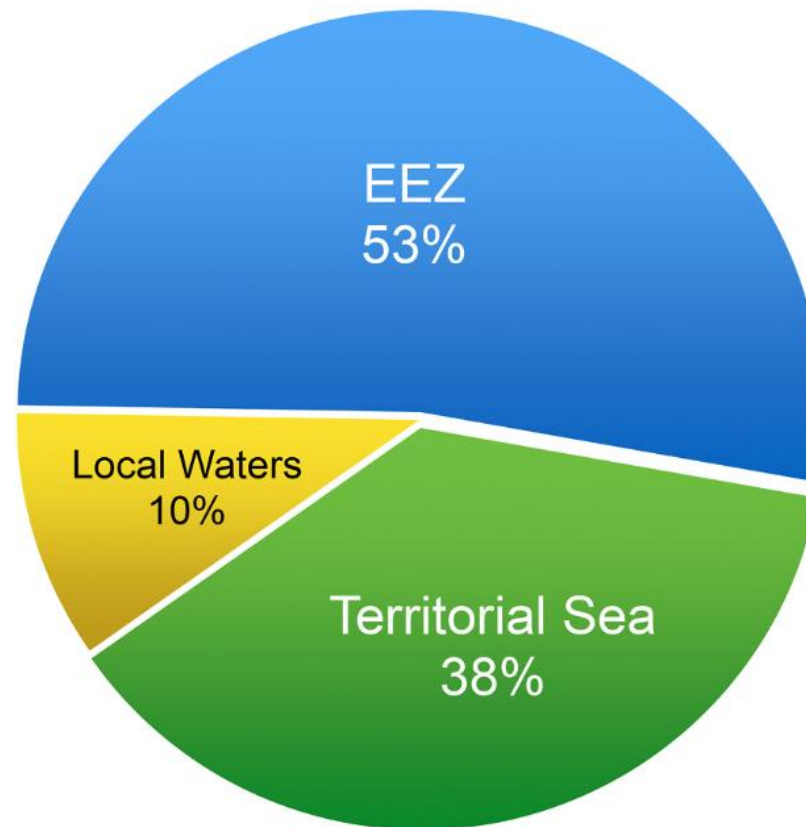
Place-based MSP at local scale: fundamental to achieve “real” sustainable management through MSP



- **Local scale** MSP allows to accurately identify and extensively **include stakeholders** (Olsen, 2011)
- **Some social issues** are strongly related to local dynamics (Saunders et al., 2020)
- Engaging local stakeholders may **lower the transaction costs** of management actions (Schultz et al., 2007)
- To ensure sustainable MSP **local knowledge** should be integrated (Tafon et al., 2019)

Research subject

In practice: scale of MSP initiatives worldwide (Ehler C., 2020)



Local scale MSP is still rarely implemented so far

Research subject

Large coastal cities of the Northwest Mediterranean as relevant places for MSP at a local scale



Application of the MSP Directive (MSPD: 2014/89/EU)



Complex socio-ecological systems

- Concentration of human activities
- Key role for Blue Economy
- Sustain and affect the livelihood of many people
- Several sectoral plans and regulations between land and sea

The unique context of the Mediterranean

- Socio-economic importance: high demographic density, marine traffic hub, first tourist destination in the world
- Biodiversity Hotspots: 18% of the world's marine species in < 1 % of the ocean (UNEP/MAP & Plan Bleu, 2020)

Research questions of the PhD thesis

Main research questions and objectives

In practice

1. What **MSP on a local scale** is being developed **in the Mediterranean**, in particular **off the coast of the big cities**?



Comparison of public policies of large coastal cities of the North-West Mediterranean



1. Benchmarking



BENCHMARKING

2. What are the main **priorities of stakeholders engaged in an MSP approach at the local scale off the coast of a large Mediterranean city**?



A survey addressed to stakeholders about MSP in the case study city of Marseille



2. Survey



INTERVIEWS

3. How to **involve stakeholders in the MSP process, to guarantee the sustainable use of the local maritime space**?



An approach to involve maritime stakeholders in the MSP process at the local level has been tested



3. Participatory mapping



Benchmarking

Objective :

Analysis of public policies in large cities (> 500,000 inhabitants) in the North-West Mediterranean
To highlight if and how large cities are planning their maritime space



Method: preliminary research of information online and verification with local experts; content analysis of available documents by keywords; comparison between cities based on several parameters.

Benchmarking

Results: Identified planning initiatives in each city

	Region (NUTS2)	Metropolitan area/province	Municipality	total
Malaga	6	1	0	7
Valencia	7	0	0	7
Barcelona	3	3	2	8
Marseille	4	8	2	14
Genova	2	3	0	5
Napoli	2	3	0	5
Palermo	2	1	1	4
Total	26	19	5	50

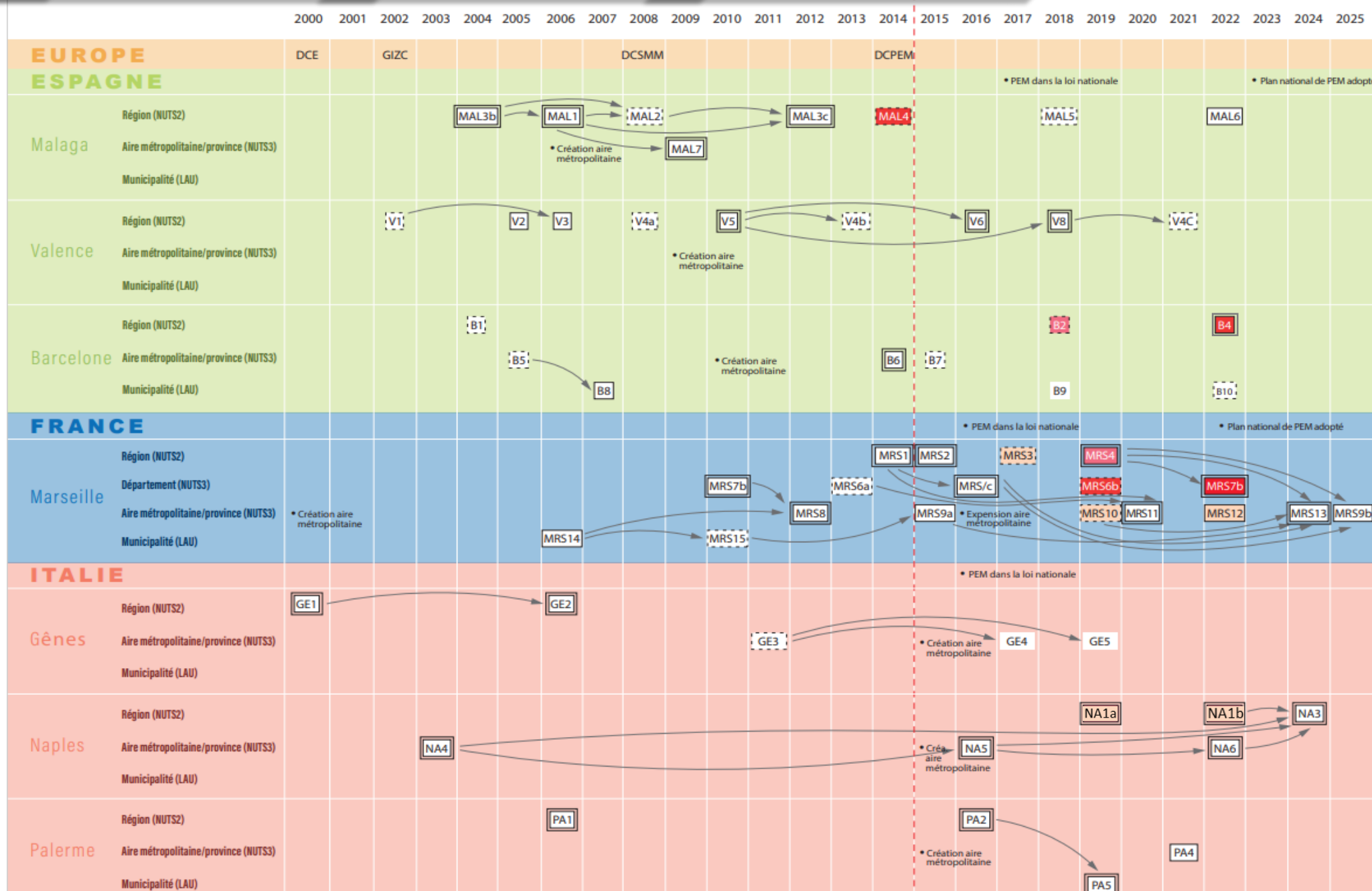
Uneven number of initiatives and uneven involvement of political levels;
Some cities show a much greater involvement in planning towards their marine space

Benchmarking

Results : timeline and characterization of the initiatives

MSP influenced both by national initiatives and local political will

Overall scarce effect of the MSP Directive on local policies



Benchmarking

Results : timeline and characterization of the initiatives

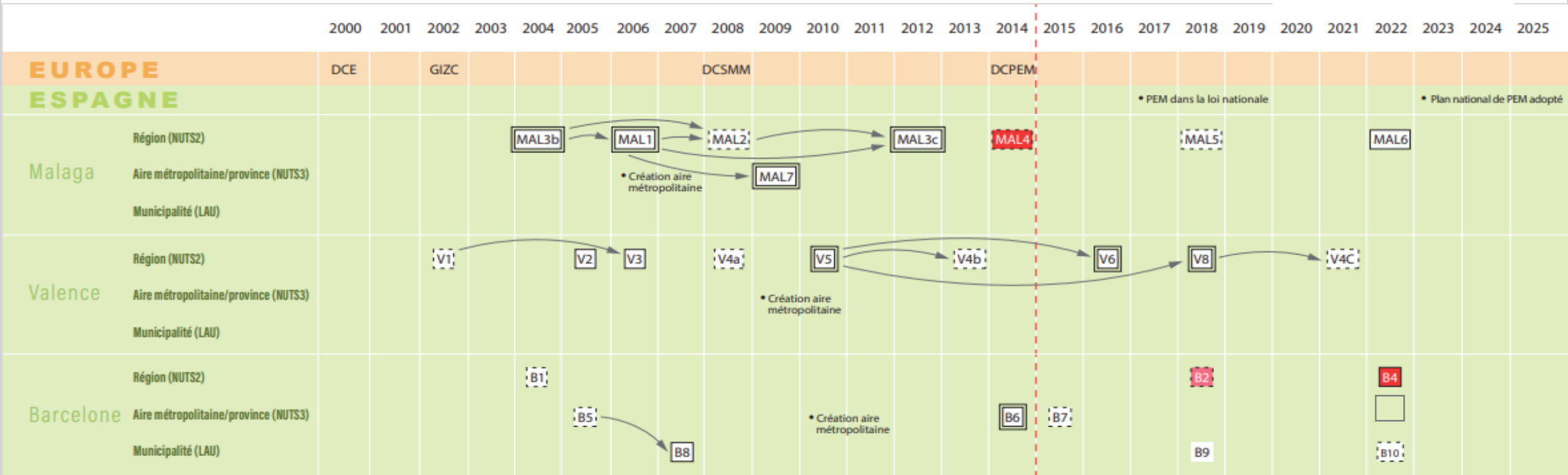
Zoom on the three spanish cities

Mention de la PEM

- M1) MSP is incorporated
- M2) orientations
- M3) cité
- M4) pas cité

Catégories d'outils

- 01) document réglementaire
- 02) outil contractuel
- 03) stratégie

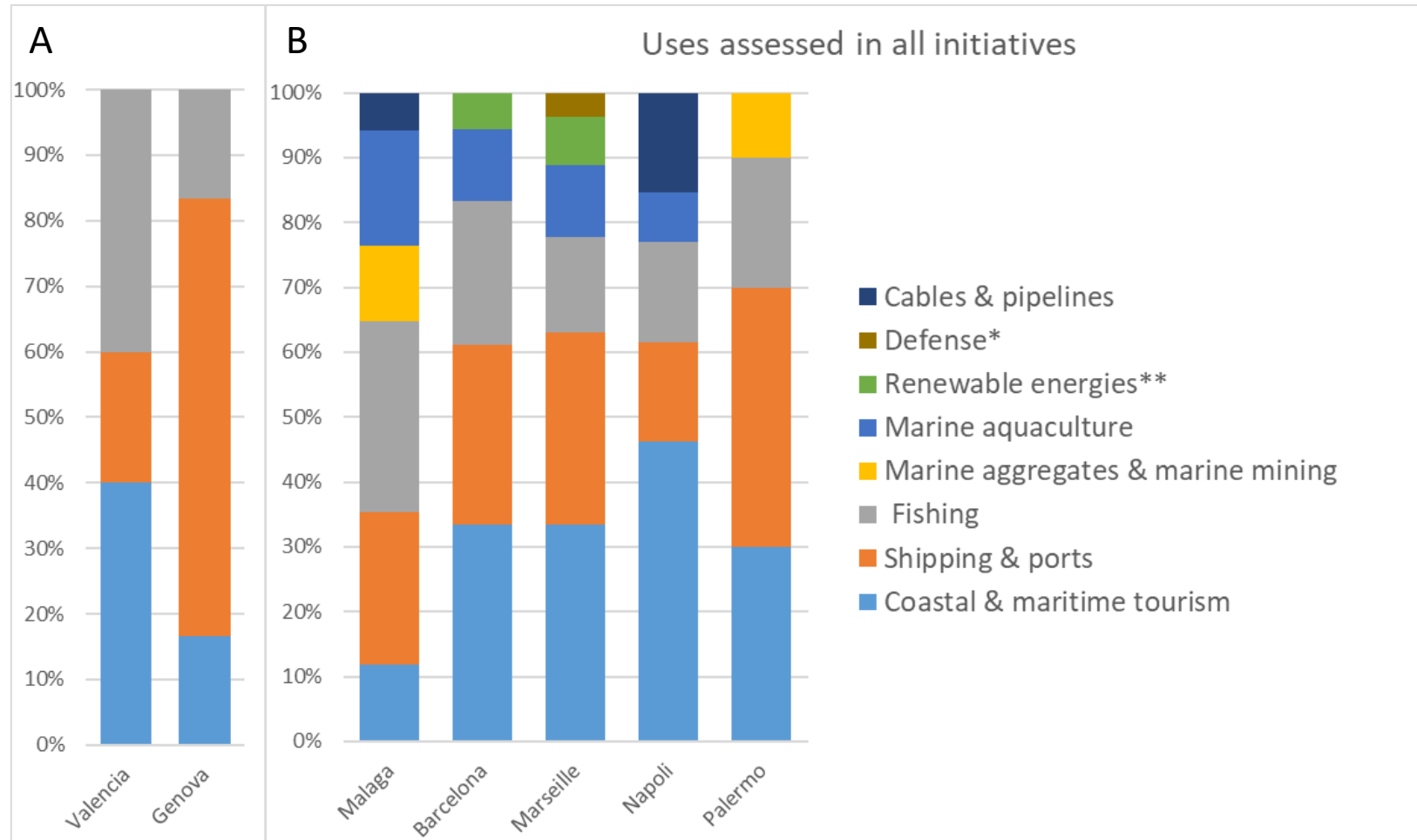


Territorial institutions might be inclined to engage in creating their own MSP, depending on local motivations (e.g. maritime culture), and political agendas: Barcelona is the only city with legally binding MSP and a specialized working group on MSP among its territorial institutions

Benchmarking

Results : Main drivers motivating planning at sea

**Human uses
assessed in
all initiatives**

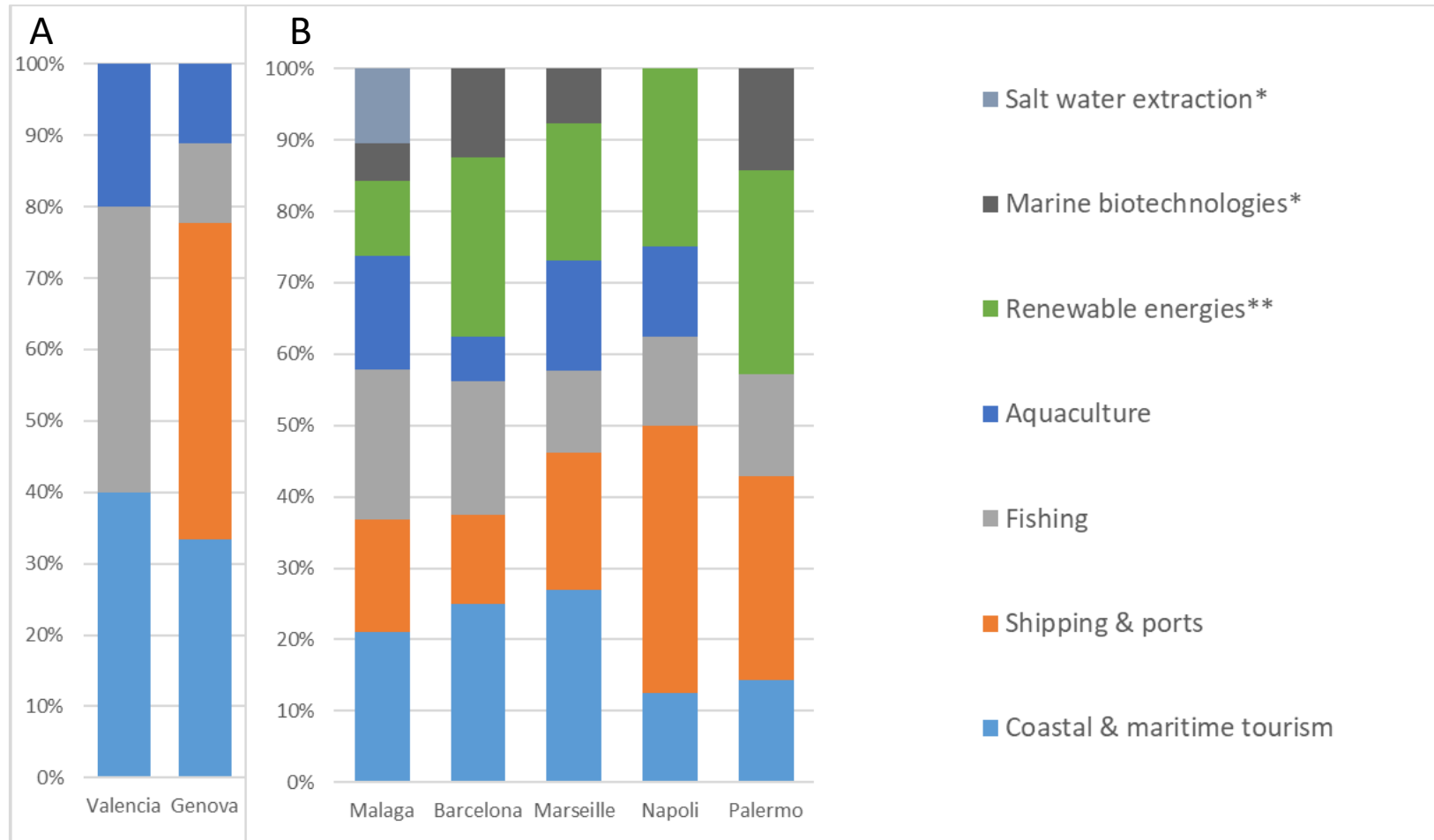


Few uses consistently considered in all cities: tourism, maritime transport and ports, fisheries (> 60% pooled for each city);
Different inclination towards multiuse: lower (A), greater (B)

Benchmarking

Results: Main drivers motivating planning at sea

Human uses promoted in all initiatives



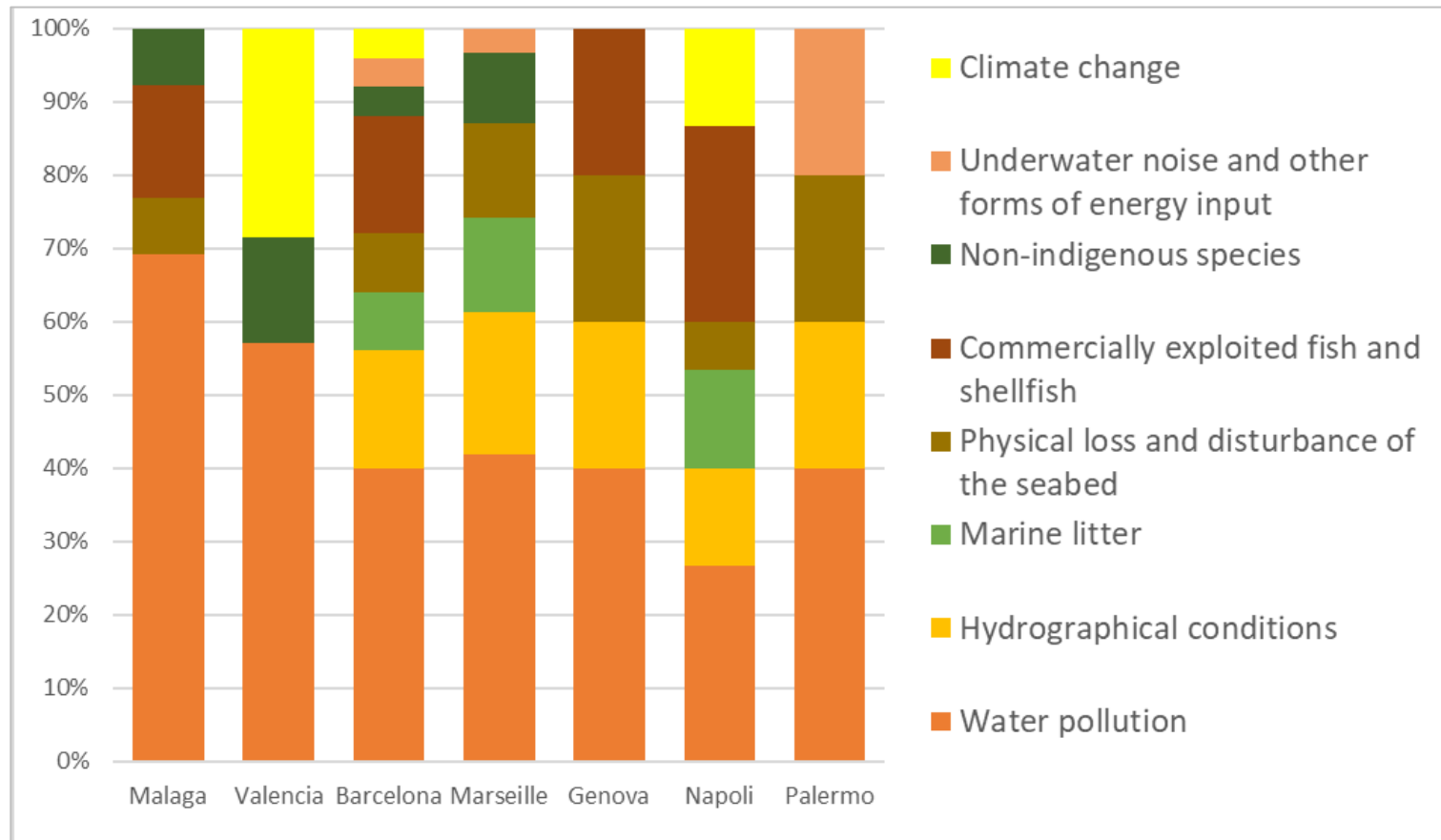
General will to preserve main actual uses: tourism, maritime transport and ports, fishing are still considered among the main uses for future socio-economic development ($\geq 50\%$ pooled for each city);

Two distinct approaches towards planning of maritime activities: conservative (A); progressive (B);

Benchmarking

Results : Main drivers motivating planning at sea

Marine environmental pressures in all initiatives



Most pressures considered originate on land (>50% pooled for each city): water pollution, alteration of hydrographical conditions; General inability to account for the relation between main existing uses (fishing, traffic, tourism) and associated pressures (exploitation of fish&shellfish, underwater noise, and physical loss and disturbance of the seabed)

Main findings

- **Local MSP in large coastal cities** of the Northwestern Mediterranean is **still very rare** 10 years after the establishment of the MSP Directive;
- The establishment of MSP in large coastal cities might be **facilitated in countries where national MSP is being adopted** and **political motivation towards marine planning happens within local institutions**;
- Two different approaches in planning marine space between cities:
 - 1) **focus on few traditional uses and maritime sectors** (shipping and ports, Fishing, tourism and aquaculture),
 - 2) development of **new emerging uses** as well (biotechnologies and renewable energy);
- Greater focus on marine pressures originating on land and **scarce accountability of uses-pressures relation**.



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Thank you very much for your attention