

MARITIME SPATIAL MANAGEMENT PLANS (MSP)

EXECUTIVE SUMMARY OF THE STRATEGIC ENVIRONMENTAL STUDY

In compliance with Article 20 of Law 21/2013, of December 9, 2013, on
Environmental Assessment.

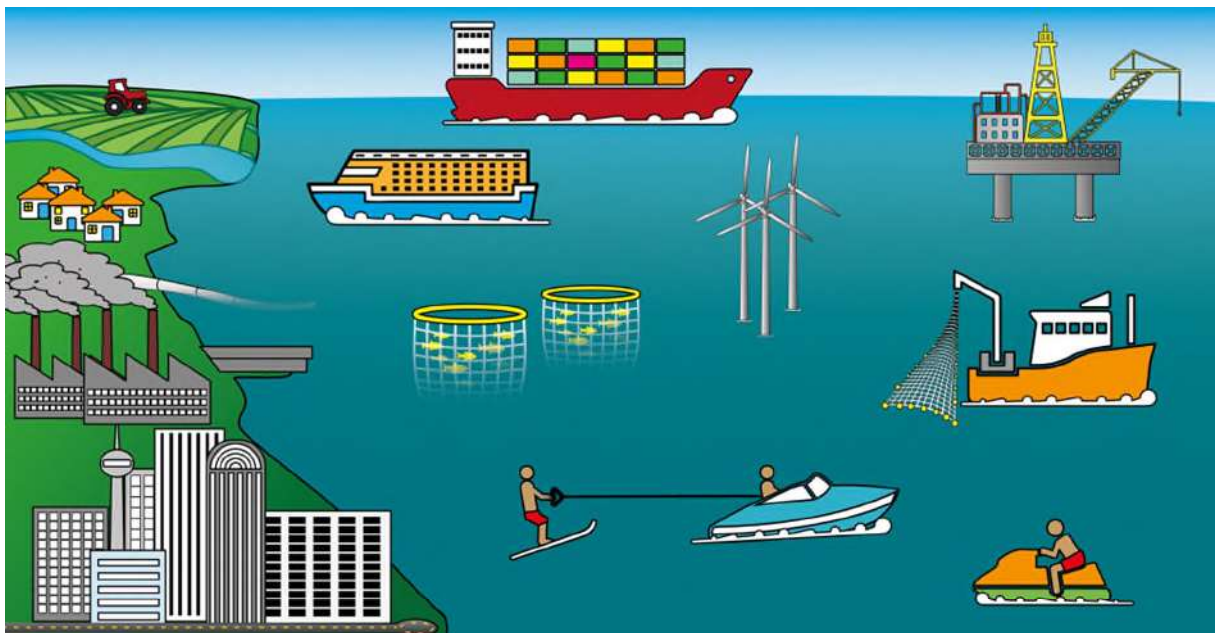


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1. INTRODUCTION

The marine environment is an ecosystem that supports a set of human uses and activities, providing us with goods and services that contribute to the economic and social development of coastal countries. Therefore, many of these uses and activities require the use of maritime space, either on a temporary or permanent basis.

Maritime Spatial Planning (**hereinafter MSP**) is understood as the process by which competent authorities analyse and organize human activities in marine areas in order to achieve ecological, economic and social objectives. It shall be understood as a synonym for “marine spatial planning” or “maritime spatial planning”.

The strategic environmental assessment procedure is specified according to Law 21/2013 of December 9, 2013, on environmental assessment, in the four documents.

Therefore, this document represents the strategic environmental study of the 5 Spanish MSPs, and is in line with the content established in Article 20 (and Annex IV) of Law 21/2013, of December 9, on environmental assessment, as well as with the instructions provided by the environmental body in the scoping document.

2. OUTLINE OF MARITIME SPATIAL MANAGEMENT PLANS

Directive 2014/89/EU of the European Parliament and of the Council of July 23, 2014 establishing a framework for the management of marine spatial planning is aimed at:

1. Establish a framework for marine spatial planning in order to promote the sustainable growth of maritime economies, the sustainable development of marine spaces and the sustainable use of marine resources.
2. In the context of the integrated maritime policy of the Union, the framework established provides for Member States to identify and implement maritime spatial planning in order to contribute to the objectives set out in Article 5, taking into account land-sea interactions and the improvement of transboundary cooperation, in accordance with the relevant provisions of the United Nations Convention on the Law of the Sea (UNCLOS).

This Directive has been implemented into the Spanish legal system through Royal Decree 363/2017, of April 8, which establishes a framework for maritime spatial planning. This regulation states that a maritime spatial plan shall be drawn up in Spain for each of the five Spanish marine demarcations (MD), i.e., North Atlantic MD (NOR MD), South Atlantic MD (SUD MD), Strait and Alboran MD (ESAL MD), Levantine-Balearic MD

(LEBA MD) and Canary Islands MD (CAN MD). Likewise, it also stipulates that the management plans must be approved by Royal Decree

It also states that in the preparation of the MSP plans the interactions between land and sea are to be taken into account. Other tools may be used to define this interaction so as to take into account the interactions between land and sea.

2.1. *Extent and scope of application*

Royal Decree 363/2017, of April 8, establishes **that five Maritime Spatial Management Plans (MSP)** must be developed, one for each of the five Spanish marine demarcations. These demarcations are defined by Law 41/2010, of December 29.

The **spatial scope of application of these plans** are the five Spanish marine demarcations: North Atlantic, South Atlantic, Strait and Alboran, Levantine-Balearic and Canary Islands marine demarcations, defined in Article 6.2 of Law 41/2010, of December 29, on the protection of the marine environment, and in the conditions stipulated in Article 2 of the aforementioned Law.

Areas I and II of the State Ports, as well as the service areas of the autonomous ports, are excluded from the scope of application of these plans.

Protected marine areas shall be governed by the management regulations applicable to them, without prejudice to their classification in these plans as priority use areas for the preservation of biodiversity.

The management of these plans is based on the respect and maintenance of the uses, activities and processes that at the date of their entry into force are taking place in Spanish marine waters, regulated by their specific regulations, and without prejudice to the modifications that they may experience in the future.

The geographic information on the scope of application of the MSPs is shown in the Annex, and in the geographic viewer of the maritime spatial management plans <http://www.infomar.miteco.es/>

In addition, regarding **time horizon**, the MSPs shall be reviewed and updated by December 31, 2027 at the latest.

With regard to the uses and activities subject to spatial planning, Article 10 of Royal Decree 363/2017, of April 8, regulates the content of the MSPs, so that they shall

establish the spatial and temporal distribution, existing and future, of a set of human activities, some of which are cited in the article itself.

ACTIVITIES, USES AND INTERESTS CONSIDERED TO BE OF GENERAL INTEREST IN THE CONTEXT OF THE WORLD HERITAGE CONVENTION.
Marine environment, including protected marine areas, coastal environment, and mitigation and adaptation to the climate change effects
Guarantee of freshwater supply and water supply, including desalination
Sanitation, purification and water quality, including bathing water
National defence
Maritime surveillance, control and security
Scientific research, development and innovation
Protection of underwater cultural heritage

ACTIVITIES USES AND INTERESTS OF THE MARITIME ECONOMIC SECTORS
Aquaculture
Extractive fishing
Energy sector - hydrocarbons
Energy sector - renewable energies
Electric transport and telecommunications sector
Navigation
Port activity
Tourism and recreational activities

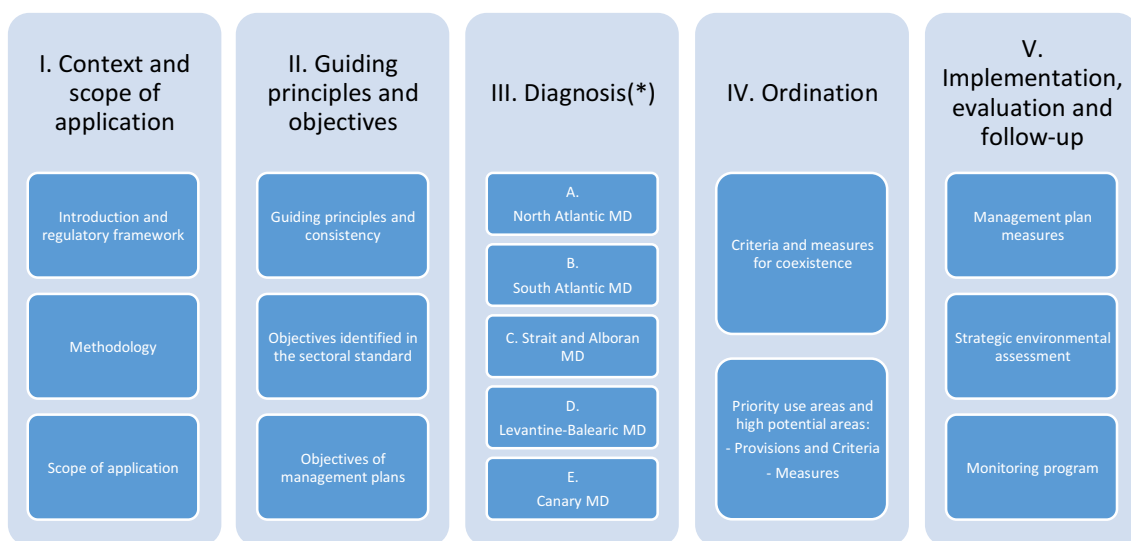
2.2. Contents of Maritime Spatial Management Plans

MSP characteristics can be summarized as follows:

- Ecosystem-based, balancing ecological, economic and social goals and objectives for sustainable development.

- Integrated, between the different sectors, and between the different administrations
- Based on spatial planning.
- Adaptable, able to learn from experience.
- Strategic and forward-looking, focused on the long term.
- Participatory, stakeholders are actively involved in the process.

The five Maritime Spatial Plans have five blocks. Within them, there is a common part for the five marine demarcations (Blocks I, II, IV and V), and a specific part for each marine demarcation (Block III).



Plan structure, within these five blocks, complies with the following table of contents:

I. CONTEXT AND SCOPE OF APPLICATION

I.1. INTRODUCTION AND REGULATORY FRAMEWORK

I.2. METHODOLOGY

I.3. SCOPE OF APPLICATION

II. GUIDING PRINCIPLES AND MANAGEMENT OBJECTIVES

II.1. GUIDING PRINCIPLES AND CONSISTENCY

II.2. OBJECTIVES IDENTIFIED IN THE SECTORAL REGULATIONS

II.3. MANAGEMENT PLAN OBJECTIVES

III. DIAGNOSIS: MARITIME SECTORS, CURRENT SITUATION AND DEVELOPMENT FORECASTS (one document for each marine demarcation)

1. Main features and characteristics (description of the MD, from a physical, climatic, oceanographic and biogeographic point of view).
2. Maritime sectors, uses and activities: current situation and spatial distribution.
3. Current limitations of certain uses and activities derived from sectorial regulations or from the management plans of marine protected areas.
4. Spatial distribution of possible future uses and activities.
5. Land-sea interactions.
6. Analysis of interactions between uses and activities as a preliminary step to management.

IV. MARITIME SPATIAL PLANNING

IV.1. Management scheme

IV.2. Coexistence of uses and activities in the maritime space IV.3.

IV.3. Priority Use Areas

IV.4. High potential areas for different uses

V. IMPLEMENTATION, EVALUATION AND FOLLOW-UP

V.1. Measures of maritime spatial plans

V.2. Strategic environmental assessment

V.3. Monitoring of management plans

Section II of the plans establishes the criteria and objectives of the plans. These objectives are included in section 3 of this document. Noteworthy for its content and relevance is Block III-Diagnosis. This diagnosis has been carried out prior and essential to the Ordinance itself. It includes the following sections.

- Main features and characteristics
- Maritime sectors: current situation and spatial distribution
- Current limitations of certain uses and activities derived from sectorial regulations or management plans for marine protected areas
- Spatial distribution of future uses and activities
- Land-sea interactions
- Interactions between uses and activities as a preliminary step to management

The cartographic information included in the Diagnosis of each of the five marine demarcations is called, for the purposes of this plan, **informative cartography**. This cartography is available in the geographic viewer of the platform <http://www.infomar.miteco.es/>, in the Maritime Spatial Planning section.

The planning process itself is included in Block IV. The criteria followed and the areas proposed as a result of the synergies and competitions of the different sectors and interests are shown in this section.

The MSPs maintain and incorporate the existing restrictions on uses derived from sectoral and environmental regulations, and also provide **general criteria** for application to ensure the coexistence of uses and activities while maintaining a good environmental status.

In a following step, within the management process, special relevance is given to the uses and activities of the maritime space that derive from aspects of general interest. To this end, different **priority use areas** have been identified, and provisions and criteria for the management of uses and activities have been established to ensure that the priority use is not compromised. A set of measures have also been defined, aimed at improving, in the coming years, certain aspects of spatial planning.

Within these priority use areas, two types of uses that are not considered to be of general interest in the MSPs have also been included: navigation and offshore wind energy. Thus, the categories of priority use areas identified are:

- Priority use areas for biodiversity protection
- Priority use areas for the extraction of aggregates for coastal protection
- Priority use areas for the protection of the cultural heritage
- Priority use areas for research, development and innovation (R+D+i)
- Priority use areas for National Defence
- Priority use areas for navigation
- Priority use areas for offshore wind energy

Once the uses and activities of general interest have been guaranteed, the MSPs, in line with their task of **promoting the sustainable development of the maritime sectors**, place special attention on **certain sectorial activities** whose future development is foreseeable, and in which it is also necessary to identify the most suitable space for their development. To this end, **high potential areas** have been established for different uses and activities. The high potential areas categories considered are:

- High potential areas for biodiversity preservation
- High potential areas for research, development and innovation (R+D+i)
- High potential areas for port activities
- High potential areas for offshore wind energy development
- High potential areas for marine aquaculture

Lastly, section V of the MSPs establishes a detailed description of the measures proposed, incorporates the findings of the strategic environmental assessment, and proposes a program for monitoring the plans, to be carried out jointly with the different competent administrations and in coordination with the marine strategies.

2.3. Approval of management plans

In accordance with the provisions of Article 7.1, section d), of RD 363/2017, of 8 April 8, the Monitoring Committees of the Marine Strategies, the Autonomous Communities, the Advisory Council for the Environment, and the affected ministerial departments must be consulted, in addition to the relevant public consultation.

Once the strategic environmental assessment is completed, and the issues included in the Strategic Environmental Statement are incorporated, the Interministerial Commission for Marine Strategies will send the proposal for marine demarcation management plans to the Secretary of State for the Environment for its submission to the Council of Ministers and subsequent **approval by Royal Decree**, which will be published in the Official State Gazette.

3. MAIN OBJECTIVES OF THE MANAGEMENT PLANS

Article 5 of Royal Decree 363/2017, of April 8, establishes that maritime spatial management plans shall have the so-called “management objectives” which shall:

- Establish the specific management objectives in each marine demarcation, taking into account the environmental objectives of the marine strategies and the objectives of sectoral planning.
- Take into account economic, social and environmental aspects to support sustainable development and growth in the marine sectors, applying an ecosystem approach, which will promote the coexistence of relevant activities and uses and the socially equitable sharing of access to uses.
- Contribute to the sustainable development of maritime sectors, including fishing, aquaculture, tourism, historical heritage, maritime transport, and the use of energy and raw materials at sea, without detriment to the conservation, protection and improvement of the marine environment, including resilience to the effects of climate change.

The **objective of maritime spatial** plans is to promote sustainable activity and growth of maritime sectors in a way that is compatible with respect for the values of marine areas and the sustainable use of resources.

In addition, it shall:

- Achieve the general interest management objectives established in section II.3.2 of the plan;
- Contribute to the achievement of the horizontal multi-sectoral management objectives established in section II.3.3 of the plan;
- Contribute to the achievement of the sectoral management objectives established in section II.3.4 of the plan.

To achieve these objectives, the management plans shall:

- a) Guarantee the participation of the different agents involved, both public and private;
- b) Guarantee their compatibility with the achievement and maintenance of the good environmental status of the marine environment, its conservation, protection and improvement, including resilience to the effects of climate change, and human health, through an eco-systemic approach, as well as the safeguarding of underwater cultural heritage.

GENERAL INTEREST OBJECTIVES

HORIZONTAL MULTI-SECTOR MANAGEMENT OBJECTIVES

SECTOR

MANAGEMENT OBJECTIVES

4. RELATIONS OF MANAGEMENT PLANS WITH OTHER RELEVANT PLANS AND PROGRAMS

The holistic nature of maritime spatial plans, and the large number of uses and activities they deal with, implies that they maintain a close relationship with different sectoral plans. This is a two-way relationship, since, on the one hand, it is the sectoral plans that have largely determined the needs, objectives and aspirations of the MSPs, and, on the other hand, the MSPs must ensure coherence between sectoral plans, without encroaching on the competencies of the regulators of each sector.

The following is a summary of the set of concurrent sectoral and territorial plans that will be analysed and integrated into the strategic environmental assessment process of the MSPs.

4.1 Transnational Plans

- *The European Green Deal.*
- *The Integrated Maritime Policy, The Atlantic Strategy. The Western Mediterranean Initiative (West Med Initiative).*
- *The Common Fisheries Policy (CFP).*
- *MARPOL Convention.*
- *Barcelona Convention.*
- *OSPAR Convention and its Northeast Atlantic Environmental Strategy.*
- *International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention) and Protocol on Hazardous and Noxious Substances (HNS Protocol).*
- *London Convention (Convention on the Prevention of Pollution of the Sea by Dumping of Wastes and Other Matter).*
- *The Bonn Convention on the Conservation of Migratory Species.*
- *The United Nations Framework Convention on Climate Change (UNFCCC). And the Paris Agreement.*
- *Convention on Biological Diversity.*
- *United Nations Convention on the Law of the Sea.*

4.2 Sectoral and territorial plans at national level

- *Agenda 2030 and Action Plan for the implementation of the Agenda 2030.*
- *Marine strategies.*
- *Strategies for coastal protection.*
- *National Strategic Plan for the Protection of the Spanish Coast, considering the effects of climate change (in preparation, in phase of previous public consultation).*

- *Strategy for adaptation to climate change of the Spanish coast.*
- *Basin hydrological plans.*
- *DSEAR Plan.*
- *Flood risk management plans 2016-2021.*
- *Marine protected areas management plans.*
- *Master Plan for the Network of Marine Protected Areas (RAMPE).*
- *Marine species recovery / protection plans or strategies.*
- *Green Infrastructure and Ecological Connectivity and Restoration Strategy.*
- *State Plan for the Protection of the Seashore against Pollution (Plan Ribera).*
- *Multiannual Strategic Plan for Spanish Aquaculture 2014-2020.*
- *National Integrated Energy and Climate Plan (PNIEC) 2021-2030.*
- *Strategic Environmental Study of the Spanish Coast for the installation of Offshore Wind Farms 2009.*
- *Proposals for the Development of the Electric Energy Transmission Grid with Horizon 2026.*
- *The Infrastructure, Transport and Housing Plan.*
- *Spanish Circular Economy Strategy.*
- *Sectoral Plan for Nature Tourism and Biodiversity 2014-2020.*
- *Spain's Sustainable Tourism Strategy 2030.*
- *Spanish Science, Technology and Innovation Strategy 2021-2027.*
- *Spanish Bioeconomy Strategy Horizon 2030.*
- *Innovation Strategy for the Blue Economy (MCIU) (in preparation).*
- *National Plan for the Protection of Underwater Archaeological Heritage.*

4.3 Sectoral and territorial plans at the autonomous community level

- *Autonomous aquaculture plans.*
- *Autonomous fishing plans.*
- *Autonomous port plans.*
- *Autonomous tourism plans.*
- *Regional energy plans including marine energies.*
- *Regional plans for underwater cultural heritage.*
- *Regional research and innovation plans that take into account maritime aspects.*

All of them in each of the following regions:

- *Autonomous Community of Galicia*
- *Autonomous Community of the Principality of Asturias*
- *Autonomous Community of Cantabria*
- *Autonomous Community of the Basque Country*

- *Autonomous Community of Catalonia*
- *Autonomous Community of Valencia*
- *Autonomous Community of Murcia*
- *Autonomous Community of Andalusia*
- *Autonomous Community of Balearic Islands*
- *Autonomous Community of the Canary Islands*

- **5- ENVIRONMENTAL CHARACTERISTICS OF THE AREAS LIKELY TO BE SIGNIFICANTLY AFFECTED: THE SPANISH MARINE ENVIRONMENT.**

The following is a description, based on the second cycle data of the Spanish¹ marine strategies, of the main oceanographic, physical-chemical and biological, socioeconomic and underwater cultural heritage-related characteristics of the five marine demarcations. The basic information and methodology can be found in the documents of each demarcation called “I. General Framework” and the documents called “III. Economic and Social Analysis” of the second cycle of the marine strategies.

Other detailed information, and especially that related to the Underwater Cultural Heritage and socio-economic characteristics of each marine demarcation, may also be checked in section Block III-Diagnosis of each marine demarcation and associated cartography of the five MSPs submitted together with this document for the public information process, pursuant to Article 21 of Law 21/2013, of December 9, on Environmental Assessment².

North Atlantic Demarcation

South Atlantic Demarcation

Strait and Alboran Demarcation

Levantine-Balearic Demarcation

Canary Islands Demarcation

¹ https://www.miteco.gob.es/es/costas/temas/proteccion-medio-marino/estrategias-marinas/eemm_2dociclo.aspx#:~:text=El%20segundo%20ciclo%20de%20las.2021%20los%20programas%20de%20medidas.

²Available on the SABIA portal (plan code: 2019P010):<https://sede.miteco.gob.es/portal/site/seMITECO/navSabiaPlanes>

6. RELEVANT ASPECTS OF CURRENT ENVIRONMENTAL SITUATION, EXISTING ENVIRONMENTAL PROBLEMS, AND THEIR PROBABLE EVOLUTION IN THE EVENT OF NON-APPLICATION OF MANAGEMENT PLANS, INCLUDING CLIMATE CHANGE

6.1. Marine environment

Below is a summary of such assessment, organized according to the 11 descriptors of good environmental status of marine strategies, and the criteria established for each of the descriptors by the Commission Decision on criteria and methodological standards applicable to good environmental status³. A summary table on the degree of achievement of good environmental status is included at the end of each descriptor. For detailed information, see “PART IV. ASSESSMENT OF THE STATE OF THE MARINE ENVIRONMENT AND DEFINITION OF GOOD ENVIRONMENTAL STATUS IN THE MARINE DEMARCATION” of the documents of the 2nd cycle of the marine strategies of each demarcation.

Environmental assessment of pressure descriptors

D2-Allochthonous and Invasive Species

D3-Commercially Exploited Species

D5-Eutrophication

D7-Permanent alterations of hydrographic conditions

D8-Pollutants and their effects

D9-Contaminants in fish

D10 Marine litter

D11-Underwater noise

Environmental assessment of state descriptors

D1-Biodiversity

D4-Trophic networks

³Commission Decision (EU) 2017/848 of May 17, 2017 establishing criteria and methodological standards for good environmental status of marine waters, as well as specifications and standardized methods for monitoring and assessment, and repealing Decision 2010/477/EU.

D6 Sea-floor integrity

6.2. Coastal environment

Below is a brief description of the coastal environment of each of the five marine demarcations, extracted from section 2.1.1.2. of Block III-Diagnosis of the MSPs themselves.

6.3. Evolution of the current situation taking into account climate change

In 2019, the Intergovernmental Panel on Climate Change (IPCC) published the special report “**Ocean and Cryosphere in a Changing Climate**”. This report evaluates new scientific literature to respond to proposals from governments and observer organizations.

In the Mediterranean basin, it is also important to take into account the report “**CLIMATE AND ENVIRONMENTAL CHANGE IN THE MEDITERRANEAN BASIN. Current situation and risks for the future**”. This is the first Mediterranean assessment report of the Mediterranean Network of Climate and Environmental Change Experts (MedECC).

At the national level, the project “**Development of the methodology and databases for the projection of climate change impacts on the Spanish coast**” and its "High resolution projections of marine variables on the Spanish coast" (second task of the project), developed by the Institute of Environmental Hydraulics of the University of Cantabria (IHCantabria) within the framework of the Strategy for adaptation to climate change on the Spanish coast and the Plan to Promote the Environment for Adaptation to Climate Change in Spain (PIMA Adapta), stand out.

6.4. Marine biodiversity and protected marine areas

As evidenced, there has been a significant increase in the protected surface area in Spanish waters, thereby achieving the ambitious international commitments adopted by Spain, such as the goal of protecting 10% of the marine surface area by 2020 within the framework of the Strategic Plan for Biodiversity 2020 of the UNEP Convention on Biological Diversity.

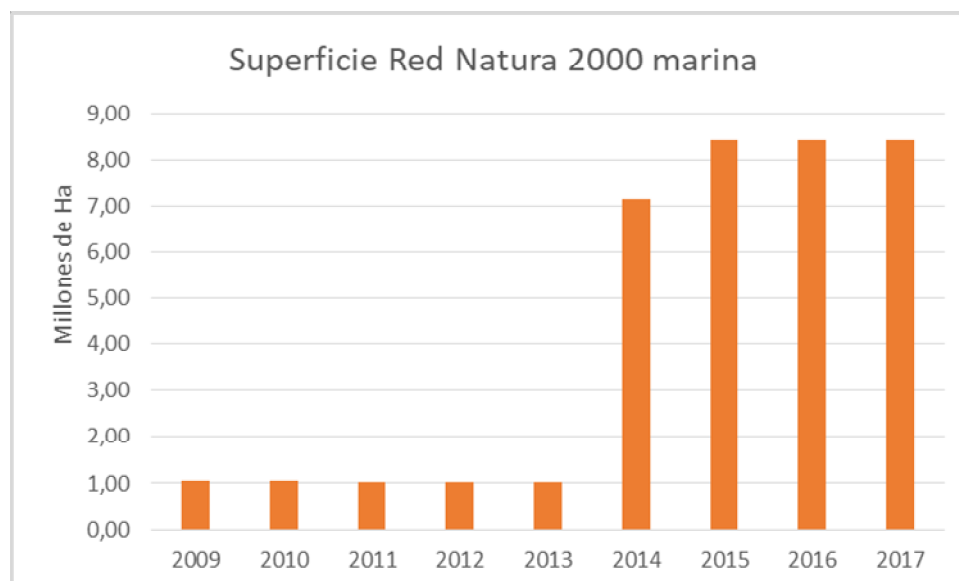


Figure 1. Evolution of the Natura 2000 marine area in Spain.

Spain achieved this goal in 2018, reaching over 12% of the marine protected area, compared to less than 1% in 2010. This was due to the recent declaration of the Mediterranean Cetacean Migration Corridor as a Marine Protected Area⁴.

As already stated in the management plans, Spain is expected to declare new marine protected areas in the coming years. At an international level, within the framework of the Convention on Biological Diversity, negotiations have begun for the so-called “*post-2020 global framework for biodiversity*”. Within these negotiations, a proposal is proposed by different agents to establish the so-called “30% by 2030” target, which would entail the protection of 30% of the marine waters of each country by 2030. Should this proposal come to be agreed, it will have to be considered within the scope of the MSPs.

6.4.1 Network of Marine Protected Areas of Spain (RAMPE)

Law 41/2010, of December 29, 2010, on protection of the marine environment formally creates the RAMPE, regulates it and establishes its objectives, the natural spaces that comprise it and the mechanisms for its designation and management.

⁴RD Royal Decree 699/2018, of June 29, declaring the Mediterranean Cetacean Migration Corridor a Marine Protected Area, approving a preventive protection regime and proposing its inclusion in the List of Specially Protected Areas of Mediterranean Importance (ZEPIM List) under the Barcelona Convention.

Likewise, those protected spaces and protected areas in the fishing area whose declaration and management is the responsibility of the Autonomous Community in the case established in Article 36.1 of Law 42/2007 may form part of the RAMPE, at the proposal of the affected Autonomous Community, with the prior agreement of the Sectorial Conference of the Environment.

The RAMPE Master Plan is currently being prepared, in accordance with the obligations of Article 29 of Law 41/2010, of December 29. This plan is intended as the basic coordination instrument for achieving the objectives of the Network of Marine Protected Areas of Spain.

Marine Protected Areas of the North Atlantic MD

Marine protected areas of the Strait and Alboran MD

Marine Protected Areas of the Levantine-Balearic MD

Marine Protected Areas of the Canary Islands MD

6.4.2 Habitats and species

Section 2.1.1.1.2 of Block III-Diagnosis of each demarcation of the management plans contains information on the benthic habitats of each marine demarcation on the EUNIS (European Nature Information System) 3 scale, as well as the standard list of marine habitats present in Spain by marine biogeographic region, and the habitats of community interest present in each demarcation and their cartography.

6.4.3. Marine green infrastructure

7. ENVIRONMENTAL PROTECTION OBJECTIVES ESTABLISHED AT INTERNATIONAL, COMMUNITY AND NATIONAL LEVELS THAT ARE RELATED TO THE MANAGEMENT PLANS.

This section includes the main environmental objectives established at the international, regional, EU and national levels that are related to the MSPs, and how these plans can contribute to the fulfilment of these objectives.

More information on the different instruments and tools identified that are related to the MSPs can be found in section II.2 of the MSPs.

International and regional environmental objectives

Community-level environmental objectives

National environmental objectives

Environmental objectives of marine strategies

The set of environmental objectives that have been established in Spain for the marine environment arise from the different standards, both at national, community and international level, included in this section.

The marine strategies' environmental objectives are the qualitative or quantitative representation of the desired state of the different components of the marine environment with respect to each marine demarcation, as well as of the pressures and impacts on this environment.

Finally, special interest is drawn by the operational objective, present in the five marine demarcations, which considers: *“Promote, through the Marine Spatial Plan of the marine demarcation (...), or other management tools, that human activities are developed in a sustainable manner and do not compromise the achievement of the Good Environmental Status”*. This objective is just another connection between marine strategies and maritime spatial plans.

Other environmental objectives identified at the national level

MSP objectives of an environmental nature

As explained in several points in sections 7.1, 7.2 and 7.3, in Spain the MSPs have been conceived as a development of Article 4.2 of Law 41/2010, of December 29, on the protection of the marine environment, and therefore, as a tool to ensure the coherence of the objectives of the marine strategies. This implies that all the MSP objectives as a whole have a strong environmental nature, even those that do not directly constitute environmental objectives as such.

The **general objective of the management plans** is to prioritize the sustainable activity and growth of the maritime sectors in a manner compatible with respect for the values of marine areas and the sustainable use of resources.

In addition, it shall:

- Achieve the management objectives of general interest established in section II.3.2 of the MSPs;
- Contribute to the achievement of the horizontal multi-sectoral management objectives established in section II.3.3 of the MSPs;

- Contribute to the achievement of the sectoral management objectives established in section II.3.4 of the MSPs;

The following sections contain a selection, from among these three types of objectives, of those that directly constitute environmental objectives.

Objectives of general interest of the MSPs that have an environmental nature.

The set of objectives established for the MSPs are detailed in section 3 of this document and in section II.3 of the management plans. Those of a **direct environmental nature** are included here:

Sectoral objectives of the MSPs that have an environmental nature.

The set of objectives established for the MSPs are detailed in section 3 of this document and in section II.3 of the management plans. The set of objectives established for the MSPs are detailed in section 3 of this document and in section II.3 of the management plans.

8. ANALYSIS OF ALTERNATIVES

As established by Law 21/2013 on environmental assessment, decision making in relation to the implementation of a planning, as in this case, requires the approach of different reasonable, technically and environmentally viable alternatives, so that the environmental variable in its broad sense (environmental and social sustainability) is taken into account from the outset and integrated into the design of actions. Three alternatives have been considered in the case of the five MSPs:

- **Alternative 0:** no management plans are prepared and implemented (trend alternative).
- **Alternative 1:** development of management plans that include zoning only for general interest uses, establishing priority use zones, and criteria for coexistence and integration of land-sea aspects, and a set of measures oriented exclusively to general interest uses.
- **Alternative 2:** management plans are prepared, which include zoning for general interest uses (priority use zones and high potential zones), and for other uses of the maritime sectors (priority use zones and high potential zones), criteria for coexistence and integration of land-sea aspects, and a set of measures, oriented to general interest uses and other uses of the maritime sectors.

The three alternatives are described below, and a justification is given as to why it is reasonable to choose alternative 2 as the most optimal.

8.1. Alternative 0: No management plans are prepared and implemented

This alternative is the so-called “baseline alternative”, i.e., the alternative describing the environmental, social, economic and legislative situation affecting the marine environment that would occur in the absence of marine management plans. In order to determine what the trend of the marine environment would be in the absence of management plans, we have used the information available and recently updated from the second cycle of Spain's marine strategies (2018-2024), specifically that referring to the update of the Initial Assessment that took place in 2018.

8.2. Alternative 1: The MSPs are established only for uses of general interest.

In the proposed Alternative 1, management plans are developed focused exclusively on the uses and activities that have been considered to be of general interest.

In this alternative, the Plans **do not propose objectives, criteria, measures or zoning for the mostly private maritime sectors**, which are: aquaculture, fishing and shell fishing, energy sector - hydrocarbons, energy sector - renewable energies, electric transport and telecommunications, navigation, port activity, and tourism and recreational activities. These uses and activities will continue to be carried out in the marine area, based on their corresponding sectorial regulations, and on the environmental evaluation of projects when appropriate, but without the establishment of coexistence criteria, zoning, or associated measures.

This alternative establishes 5 types of priority use areas, all of them focused on general interest uses:

- Priority use areas for biodiversity protection.
- Priority use areas for the extraction of aggregates for coastal protection.
- Priority use areas for the protection of cultural heritage.
- Priority use areas for research, development and innovation (R+D+i).
- Priority use areas for National Defence.

In addition to the priority use areas, Alternative 1 establishes two types of high potential areas, both of which are new uses of general interest:

- High potential areas for biodiversity preservation.
- Priority use areas for research, development and innovation (R+D+i).

8.3. Alternative 2: The MSPs are established for the general interest uses and activities as well as for the uses and activities of the different maritime sectors.

This is the alternative that contemplates the elaboration and approval of maritime spatial management plans, considering all the uses, activities and interests contemplated in RD 363/2017, of April 8, that are relevant in our marine waters. These uses are classified into two categories: uses, activities and interests considered of general interest, and uses and activities and interests of maritime sectors. Therefore, the general interest classification is maintained, but in contrast to Alternative 1, the management objectives, provisions and criteria, and management measures are aimed at all uses.

This alternative 2 has the same components as the previous alternative (Alternative 1), but more complete in terms of criteria, measures and also zoning.

The management criteria proposed in this alternative include all those of alternative 1, as well as other sectorial criteria. Measures. In terms of measures, a total of 10 measures are proposed (3 more than in Alternative 1). Measures OEM2, OEM4, and OEM6 are aimed at the promotion/ordination of sectoral activities, and are not included in the prior alternative.

As for the measures, there are 4 measures proposed for the different priority use areas, the same as those proposed in Alternative 1:

Alternative 2 establishes a total of five categories of high potential areas. Among them, two are for general interest use (already contemplated in alternative 1) and 3 are for activities in the maritime sectors: offshore wind energy, port activity and aquaculture.

By addressing a larger set of maritime sectors, Alternative 2 proposes additional measures associated with high potential areas. These are a total of 7, of which one of them (the ZAPID1 measure) is already included in Alternative 1.

8.4. Analysis and comparison of alternatives

The three alternatives analysed propose different planning scenarios ranging from a practical absence of spatial planning (maintenance of the pre-existing situation) to the planning of a larger or smaller group of uses and activities.

The criteria used to evaluate each of the alternatives are as follows:

- GROUP OF CRITERIA 1: Criteria established in article 4 of Law 41/2010, of December 29, 2010, on the protection of the marine environment.
- GROUP OF CRITERIA 2: Contribution to the objectives of article 5 of RD 363/2017, of April 8.
- GROUP OF CRITERIA 3: Contribution to the sustainable development of the different maritime sectors.
- GROUP OF CRITERIA 4: Contribution to the reduction of the impact of human activities on the sea.

As a result of the comparative analysis of the three alternatives, it can be deduced that alternative 2 is the most optimal option.

This alternative combines the environmental guarantees already included in alternative 1, and provides additional benefits due to the combination of several aspects.

- It establishes management objectives, provisions, criteria and management measures not only for uses of general interest, but also for certain maritime sectors that need to occupy marine space, and whose presence in the marine environment is expected to increase in the coming years.
- The most suitable areas for each of these sectors (offshore wind, aquaculture, R+D+i, port activity) are zoned according to suitability criteria (which areas are the most suitable for the activity), as well as environmental criteria including biodiversity protection, so that the eco-systemic approach is incorporated in the initial phases of planning, prior to the development of these activities in the marine environment.
- Horizontal, multi-sectoral criteria and measures are established, and therefore, more tools are available to achieve coexistence between uses and activities.
- Alternative 2 includes, in addition to the management of uses and activities of general interest, a zoning of activities for relevant sectors such as offshore wind energy, aquaculture, port activity, as well as criteria and provisions for another set of activities such as tourism and nautical-recreational activities, navigation.
- The socioeconomic component of the plan is therefore also more relevant in Alternative 2, as a larger list of uses and activities are included in the MSPs, whose deployment can benefit from this spatial planning.

9. PROBABLE ENVIRONMENTAL IMPACTS

9.1. Overall analysis of the significant environmental impacts of MSP elements

The maritime spatial plans have a twofold purpose: firstly, to facilitate the sustainable development of the maritime sectors in all Spanish marine areas and, secondly, to achieve or maintain the Good Environmental Status of the marine environment.

The identification of the main environmental impacts to be expected in Alternative 2 has been carried out by analysing how each of the foregoing factors could affect the different elements of the marine environment, namely:

- **The physical environment**
- **Biotic environment**
- **Socio-economic environment**
- **Landscape**
- **Climate change**

9.2. Detailed analysis of the environmental impacts of potential future uses to be developed according to the plan's zoning, including impacts on the marine Natura 2000 Network

The most innovative component that the MSPs bring to the marine sectors and users is the zoning in categories of priority use areas and high potential areas. This zoning also includes the main elements of Directive 2014/89, as it involves spatial planning. This zoning is specific to each of the marine districts, and therefore a detailed analysis is provided below for each of the five marine districts, including an analysis of the impact of this zoning on RN2000.

This issue has been addressed in the Spanish legal system by Article 46 *Preservation measures for the Natura 2000 Network* of Law 42/2007, of December 13, 2007, on Natural Heritage and Biodiversity.

Any plan, program or project which, without being directly related to or required for the management of the site, may significantly affect the species or habitats of the aforementioned areas, either individually or in combination with other plans, programs or projects, shall be subject to an appropriate assessment of its impact on the site.

The MSPs are not directly related to the management of these sites, nor are they a preservation tool itself, and they have the potential to cause significant effects on Natura 2000 protected areas, so an assessment of the impact on the Natura 2000 Network should be carried out to complement the analysis of potential environmental effects.

This detailed analysis has focused on analysing the potential future uses that could be developed under the established zoning.

9.2.1. Environmental effects and impacts on marine RN2000 of new marine protected areas in high potential areas for biodiversity preservation.

9.2.1.1. Impact on marine biodiversity, including RN2000

As mentioned in the MSP draft, Spain's marine waters currently have more than 12% of their surface area protected. The EU Biodiversity Strategy 2030 has set a target of 30% of each Member State's marine waters being protected by 2030, with 10% of these waters being strictly protected.

Spain is therefore expected to extend its protected areas in the coming years, and to this end, the Ministry for Ecological Transition and the Demographic Challenge is already working on the matter.

Part of this work is being carried out within the framework of the LIFE IP Intemares project. Within this project, an evaluation of the inadequacies of the marine Natura 2000 Network has been carried out, and part of these results have been used to identify high potential areas for biodiversity preservation that have been defined in these plans.

The spatial coverage of these high potential areas is variable among the different demarcations. The table below indicates the percentage of marine waters in each demarcation that are included in one of these high potential areas.

Marine demarcation	Priority Attention Areas (ZAP) for biodiversity preservation	Approximate % of the demarcation
North Atlantic MD	22946.40	7.29%
South Atlantic MD	5326.12	37.85%
Strait and Alboran MD	24830.31	99.36%
Levantine-Balearic MD	67477.64	28.98%
Canary Island MD	105709.85	21.74%

9.2.1.2. Impact on the socio-economic environment

It is likely that the extension of the marine protected areas network will involve the establishment of certain provisions for the management of human activities within these areas, through corresponding management plans.

It is impossible to determine at this stage the type of activities that would be affected and the spatial dimensions that such provisions might have. Therefore, the following analysis is theoretical, and should be taken as a simple indication of some of the impacts that could have on the socio-economic environment.

- Sea fishing
- Aquaculture
- Port activity and navigation
- Offshore wind energy
- Tourism and nautical-recreational activities

9.2.2. Environmental effects and impacts on marine RN2000 of new extractions in priority use areas for sand extraction for coastal protection actions

These areas have been defined in the management plans, due to the need to spatially identify the areas where the sand deposits are located, which have been considered strategic, as they could be used, if necessary, for extraction for coastal protection actions.

Almost all aggregate extraction activities take place within the continental shelf, in areas relatively close to the coast. This activity is not new, and has been carried out in accordance with the needs identified in each marine demarcation and each coastal stretch, as described in detail in Block III-Diagnosis, section 2.1.1.2 “Coastal environment”.

Therefore, a first conclusion to be reached, just as for other priority use or high potential areas, is that it is unlikely that the entire area defined as a priority use area for aggregate extraction will eventually be subject to extraction activities.

Below is a summary of this analysis of interactions, with a particular focus on those that could have a significant environmental impact, and for which mitigation criteria or measures may need to be established.

9.2.2.1. Impact on marine biodiversity, including RN2000

The main impacts on marine biodiversity that would be expected from a potential extraction of aggregates from a sand deposit are related to the alteration of benthic habitats, possible temporary effects of turbidity and noise, and also possible disturbance or displacement of marine fauna, including fish stocks.

The magnitude of each of these impacts cannot be estimated until each of the projects is developed. For this reason, this strategic environmental study identifies which of the potential deposits are located in the most environmentally vulnerable areas, in order to take them into account in the environmental assessment of each of the projects, if they are finally developed, and without anticipating the results that such environmental impact studies may disclose.

9.2.2.2. Impact on the coastal environment and climate change

The extraction of aggregates from underwater sand deposits, if finally carried out, would be for the sole purpose of undertaking projects related to coastal protection, in those stretches of coastline that are subject to strong erosive pressure, and which require the contribution of sediments for their restoration.

It is also recommended the application of the Guidelines for the supply of sand to beaches drawn up by the Directorate General for the Coast and the Sea.

9.2.2.3. Impact on the socio-economic environment

The interaction with the socio-economic environment of possible actions to exploit the sand deposits will also depend on the location and characteristics of the extraction projects that are finally proposed. Therefore, this section identifies a series of impacts that could occur as a result of this action, bearing in mind that they may not occur in each case.

- Aquaculture
- Tourism and recreational activities
- Other sectors

9.2.2.4. Conclusions and aspects to be considered on the environmental effects and impacts on marine RN2000 of new extractions in priority use areas for sand extraction for coastal protection actions

These actions are considered to be of general interest because of their positive impacts on coastal protection and adaptation to climate change. There are also indirect positive impacts on certain uses and activities, especially those that depend on a stable and resilient coastline, such as tourism.

9.2.3. Environmental effects and impacts on marine RN2000 of new R+D+i areas in areas of high potential for R+D+i

The MSPs have established certain polygons where it is possible for areas devoted to R+D+I to be set up at the proposal of different public administrations. These polygons are generally small in size, and have only been proposed in the North Atlantic MD and the Canary Islands MD.

9.2.3.1. Impact on marine biodiversity, including RN2000

None of the sites identified as having a high potential for R+D+I are located in Natura Network areas.

9.2.3.2. Impact on the coastal environment and climate change

As mentioned in the previous section, these facilities will require connection to land, and therefore, in the process of establishing these areas, it must be taken into account that

the environmental values of the coastal areas reached by these connection routes are not put at risk.

9.2.3.3. Impact on the socio-economic environment

The R+D+i areas will support the development of the blue economy in its different aspects. It is very probable that a large part of the research and innovation initiatives to be developed in these areas will be related to renewable energies, both wind and other types of energy.

Regardless of the type of projects to be developed, it is considered that these areas will have a **positive impact on the socio-economic environment**.

9.2.4. Environmental effects and impacts of offshore wind energy facilities in priority use areas and areas of high potential for wind energy on offshore RN2000

9.2.4.1. Impact on marine biodiversity, including RN2000

9.2.4.2. Cartographic synthesis summarizing the criteria for minimizing the impact of offshore wind farms on marine biodiversity

By way of a summary of the impacts described in the previous section, the Director General for Biodiversity, Forests and Desertification of the Ministry for Ecological Transition and the Demographic Challenge proposed a set of criteria for the location of offshore wind farms, taking into account marine biodiversity.

9.2.4.3. Conclusions and aspects to be taken into account regarding the impact on marine biodiversity and RN2000

Given that the identification of priority use and high potential areas for offshore wind energy has been done following a set of criteria applied a priori to safeguard the protection of biodiversity, it can be expected that the potential development of offshore wind energy in the proposed areas will mean that the **environmental impact will not be significant**.

In particular, special attention should be given to the **impact on seabirds**, due to the risk of collisions, **marine cetaceans**, due to the possible production of ambient noise, and **benthic habitats**, both in the anchoring areas of the windmills and in the cabling infrastructures and possible substations

In addition, in offshore wind zones that overlap with a **Natura Network site**, care must be taken not to compromise the conservation status of the habitats and species for which the site was declared.

The offshore wind projects to be implemented must comply with all the criteria established in section IV.3.7.2 of the draft plan. Special attention should be paid to ensuring that they do not affect seabirds, cetaceans and habitats of Community interest which, although not yet mapped, may be found during the prospecting phases of the projects.

In addition to the foregoing, the conditions and criteria established in the Strategic Environmental Declaration of the National Integrated Energy and Climate Plan 2021-2030, published by Resolution of December 30, 2020, of the Directorate General for Environmental Quality and Assessment (Official State Gazette of January 11, 2021), shall be observed.

In addition, the criteria and **conditions** established in the corresponding environmental impact statements must be observed.

9.2.4.4. Impact on the coastal environment and climate change

The deployment of renewable energies (not only offshore but also onshore) will have clear benefits for achieving the goals of decarbonisation of energy and climate change mitigation. In the long-term, this may also lead to a decrease in the pressure on the coastline from sea level rise and other climate change related issues. Therefore, as already mentioned in Annex 1, **the impact on climate change is very positive.**

This is followed by an analysis of the **possible impacts on land, resulting from the new infrastructure** that would be created for offshore wind. This has been preliminarily performed in the land-sea interactions analysis. Section 5.3.4 of document III-Diagnosis: “Increased demand for onshore infrastructures arising from the increase of certain offshore activities (IMT-01)” addresses this issue.

This is followed by a detailed analysis of the issues to be taken into account in each of the polygons.

To conclude, therefore:

The environmental impact of the cabling/evacuation infrastructures to be installed as a result of the implementation of the wind energy fields **cannot be assessed in adequate detail** within this strategic environmental assessment.

The section on **land-sea interactions** in Block III-Diagnosis, for each of the five marine demarcations, also provides relevant information to be able to address the analysis of this impact.

This should therefore be analysed in detail during the environmental assessment process for each project.

The offshore wind projects to be implemented must comply with all the **criteria established for evacuation infrastructures** in section IV.3.7.2 of the draft plan. Special

attention shall be paid to not affecting habitats of community interest that may be found during the prospecting phases of the projects.

In addition, the criteria and conditions established in the corresponding environmental impact statements must be observed.

9.2.4.5. Impact on the landscape

Wind farms represent a very significant modification of the landscape, both on land, where they have been well studied, and in the marine environment. The aspects that influence the intensity and probability of a possible offshore wind field altering the landscape perceived from land depend on multiple variables, many of which are not known until the specific project has been developed.


The quantification and assessment of the landscape impact of the possible wind fields that would be available in the areas identified as having priority use and high potential for offshore wind energy is therefore complex to calculate at the current planning stage. However, a first qualitative approximation has been made to identify which of these sites could experience a priori the most likely landscape impact.






9.2.4.6. Impact on the socio-economic environment

The analysis in this section refers to the potential impact of wind farms that could be installed in priority use areas and high potential areas for offshore wind energy.

- Impact on Sea fishing
- Impact on tourism and nautical-recreational activities
- Impact on aquaculture
- Impact on maritime navigation, maritime safety and air navigation
- Impact on underwater cultural heritage
- Impact on the R+D+i sector and industrial activity
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The following table summarises the main conclusions of this socio-economic impact analysis: in orange, unfavourable impact, in green favourable impact, in grey, not relevant impact.

Sector	Impact	Comments
Sea fishing		An ad-hoc workshop will be held with the fishermen's representatives to analyse each polygon individually, and to draw conclusions on the impact on this activity and the possible adaptations necessary to reduce this impact.

Tourism		The impact will be mainly associated with the landscape impact, which, as mentioned above, may vary depending on many variables.
Aquaculture		No negative or positive impacts on aquaculture are expected.
Maritime navigation, safety and air navigation		No safety impacts are expected. There may be occasional impacts from slight deviations from certain shipping lanes. The requirements and conditions established by the maritime and air authorities must be followed during the processing of each project.
Underwater cultural heritage		Based on the information available, there is no significant impact. However, each of the projects that are finally processed in each area must address the analysis of the possible presence of underwater cultural heritage. This also affects the evacuation routes to the coast.
R+D+i and industrial activity		Positive impacts are expected, as a catalyst for research and development, as well as associated industrial and naval development.

9.2.5. Environmental effects and impacts on marine RN2000 of the extension of service waters in areas of high potential for port activity

With regard to the areas defined as potential extensions of port service areas, it is to be expected that these will end up being incorporated into the port public domain or into the maritime and land public domain managed by the autonomous port authorities. Once this happens, the uses and activities on this sheet of water will change, and they will be devoted to port activity.

9.2.5.1. Impact on marine biodiversity, including RN2000

9.2.5.2. Impact on the coastal environment and climate change





The main factor to be taken into account when analysing the possible impact on the coastal environment of these potential extensions of port service areas is whether these extensions entail an increase in infrastructure or new infrastructure in its entirety.

9.2.5.3. Impact on the socio-economic environment

The interaction with the socio-economic environment of high potential areas for port activity can be of different signs and intensity, depending on the sector analysed. Therefore, this section identifies a set of effects that could occur, especially focusing the analysis on the effects of port expansions, bearing in mind that they may not occur in each case.

- **Aquaculture**
- **Sea fishing**
- **Underwater cultural heritage**
- **Navigation and maritime safety**
- **Offshore wind energy, R+D+i and industry**

The following table summarises the main conclusions of this socio-economic impact analysis: Summary of the qualitative analysis of the impact of the use of high potential port areas on other socio-economic aspects. in orange, unfavourable impact, in green favourable impact, in grey, not relevant impact.

Sector	Impact	Comments
Aquaculture		Possible extensions of service areas do not interfere with aquaculture facilities except for the Cartagena extension. This should be accounted for in the corresponding plan. There are some extensions that would occupy areas where there are declared shellfish production areas or high potential areas for aquaculture. The possible coexistence of these uses within port waters could be analysed on a case-by-case basis, and port use may not be exclusive of other uses.
Tourism and recreational activities		A significant proportion of the proposed expansions, especially in the Strait and Alboran MD and Levantine-Balearic MD, are designed to serve the recreational boating sector. The effect on this sector is therefore considered positive.
Underwater cultural heritage		There is only one location where there is an overlap with underwater cultural heritage (the port of Seville). In this case, attention should be taken to avoid affecting the cultural heritage elements located in the area. In the remaining extensions, the best available information on cultural heritage should also be analysed, and if necessary, preventive measures should be adopted to avoid impact.
Sea fishing		The fishing sector can benefit from the proposed port extensions, as it is a sector that depends on the port network

		(although probably not all the ports included will serve the fishing activity).
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9.2.5.4. Conclusions and aspects to be considered on the environmental effects and impacts on marine RN2000 of new extractions in priority use areas for sand extraction for coastal protection actions

Port expansions are necessary in certain ports to facilitate the improvement of services to a relevant set of maritime sectors that depend on port infrastructures.

The expansion proposals included in the MSPs have been proposed by the port authorities or the autonomous port administrations, and have only included those which are included in a plan currently being processed. It is in the framework of the processing of such a plan that the detailed environmental consequences of each of the proposed extensions, and their possible alternatives, will have to be addressed.

With regard to the areas where dredged material is dumped, this plan has addressed for the first time an analysis of the network of dumping points, and how these points interact with other uses and activities, as well as with environmental values in the marine environment.

9.2.6. Environmental effects and impacts on marine RN2000 of new aquaculture facilities in areas of high potential for aquaculture.

As with other uses and activities, marine aquaculture is already being carried out in Spanish waters, with varying intensity and types of exploitation in the different marine demarcations.

Aquaculture is an example of a sector with a long practice of spatial planning in Spain. The zones proposed in this MSP have emerged from the working group of the National Advisory Board for Marine Crops, and have been agreed among the different competent regional administrations. Several autonomous communities have their own aquaculture plans, and many of these plans have highly developed zoning, with an associated environmental analysis.

9.2.6.1. Impact on marine biodiversity, including RN2000

9.2.6.2. Impact on the coastal environment and climate change

The possible effects, if any, on the coastal environment are not considered relevant, apart from the possible effects on benthic seabed already addressed in the previous section.


In terms of climate change, this sector has a high potential for adaptation to climate change. The National Plan for Adaptation to Climate Change (PNACC) establishes specific objectives for fisheries and aquaculture.

9.2.6.3. Impact on the socio-economic environment

- Sea fishing
- Tourism and nautical-recreational activities
- Underwater cultural heritage
- Offshore wind energy
- R+D+i and industrial activity sector

Summary of the qualitative analysis of the impact of the use of high potential areas for aquaculture on other socio-economic aspects. in orange, unfavourable impact, in green favourable impact, in grey, not relevant impact.

Sector	Impact	Comments
Sea fishing	■	Aquaculture and fisheries have traditionally coexisted and are therefore not considered to have an adverse effect on fisheries.
Tourism and recreational activities	■	No major conflicts between aquaculture and coastal tourism are usually detected. There is some experience of synergies between the two sectors.
Underwater cultural heritage	■	No major conflicts between aquaculture and coastal tourism are usually detected. There is some experience of synergies between the two sectors. No overlap between areas proposed for aquaculture and priority use areas for underwater cultural heritage has been detected. Criteria have been established to avoid and minimise possible effects.
Offshore wind energy	■	There is no effect of aquaculture on offshore wind and vice versa. The possible coexistence of both uses has been demonstrated.

R+D+i and industrial activity sector		Positive effects on this sector can be expected. Innovation should pay adequate attention to the development of techniques that benefit the marine environment and the sustainability of the sector.
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9.3. Cross-cutting criteria established in the management plans for the environmental sustainability of sea uses and activities

As a result of the analysis of possible effects of the different human uses and activities carried out in section 9.1, and in addition to the criteria already established for each sector in section 9.2, the plans have also established a set of management criteria in sections IV.2.1 and IV.2.2 of the draft plan.

In addition to the foregoing, a series of sectoral criteria are established, which will also facilitate sustainable coexistence between uses and activities

- Criteria for the integration of land-sea interactions
- Criteria to be applied for uses and activities within marine protected areas (section IV.3.1.2 of the draft MSP):
- Criteria in priority use areas for the protection of cultural heritage:
- Criteria in priority use areas for National Defence:

10. PROBABLE CROSS-BORDER IMPACTS

10.1. Cross-border cooperation under the Maritime Spatial Planning Directive

Spain shares several marine sub-regions with three Member States:

- We share with Portugal the waters of two marine sub-regions, both of which are part of the North East Atlantic marine region.
 - The marine subregion of the Bay of Biscay and Iberian coasts.
 - The marine sub-region of Macaronesia.
- We share with Italy and France the waters of the marine sub-region of the Western Mediterranean, of the Mediterranean marine region.

Directive 2014/89 states, in recital 20, that “*Member States should consult and coordinate their plans and strategies with the relevant Member State and cooperate with third-country authorities in the marine region concerned in conformity with the rights and obligations of those Member States and of the third countries concerned under Union and international law*”.

Likewise, Article 6, Minimum requirements for maritime spatial planning, establishes that Member States “*shall ensure cross-border cooperation between Member States in accordance with Article 11*”.

Article 11 establishes that in the framework of the planning and management process, Member States whose marine waters are contiguous shall cooperate with each other in order to ensure that maritime management plans are coherent and coordinated throughout the marine region concerned. For the purposes of such cooperation, account shall be taken, in particular, of transnational issues.

This cooperation, according to the aforementioned article, may take the form of the following:

- a) existing regional institutional cooperation structures, such as regional maritime conventions; and/or
- b) networks or structures of competent authorities of the Member States, and/or
- c) any other method meeting the requirements of paragraph 1, for example in the framework of sea basin strategies.

Finally, Article 12 of the same directive establishes that Member States shall endeavour, as far as possible, to cooperate with third countries with respect to their measures in the field of maritime spatial planning in the relevant marine regions and in accordance with international law and conventions, such as through regional institutional cooperation or existing international forums

Section I.2.2.4 of the draft plan summarizes the different ways in which Spain has been participating in cross-border cooperation processes within the MSP framework.

10.2 Transboundary consultations according to Law 21/2013 on environmental assessment

Article 49 of Law 21/2013 on environmental assessment sets out the procedure to be observed in the event that a plan may have significant effects on the environment of another European Union State, known as transboundary effects.

In accordance with the foregoing, the environmental body sent in February 2020, through the Ministry of Foreign Affairs and Cooperation, an invitation to the Governments of the Portuguese Republic, the Republic of France, the Italian Republic and the Republic of Ireland, to participate in the strategic environmental assessment procedure of the marine strategies.

France and Portugal responded with indications of interest. The following documents will be sent to the above mentioned Member States together with the public information and consultation of this strategic environmental study:

- Reasonable schedule of work for the transboundary consultation, in Spanish and translated into English.
- Summary of the Strategic Environmental Assessment in English, including a special reference to the section on transboundary impacts.
- Summary of the MSPs, translated into English
- Strategic Environmental Study (full document)
- Link to the documents in public consultation: draft RD approving the MSPs, with its annexes, and the Strategic Environmental Study.

Within the reasonable schedule proposed to the consulted Member States, an ad-hoc meeting with these countries (in online format) is foreseen to facilitate the understanding of the MSPs and the exchange of opinions and comments.

10.3. Analysis of foreseeable transboundary effects

Transboundary impacts of any plan or program on the marine environment may be relevant, and as such, should be assessed in the environmental assessment process.

The main conclusions of this analysis are:

Cross-border effects of the objectives set out in the MSPs




The set of management objectives foreseen shall not have significant effects, or shall have positive effects. The objectives that are expected to have positive effects are:

- MA.1. Promote the connectivity, functionality and resilience of marine ecosystems through the consideration of Marine Green Infrastructure.
- MA.2. Ensure that vulnerable and/or protected habitats and species are not affected by the location of human activities that require use of marine space.
- MA.5. To ensure that the set of current human uses and activities, together with the projected future ones, do not compromise the achievement of the Good Environmental Status of the marine environment, nor the environmental objectives of the marine strategies, defined for the second cycle of the marine strategies and approved by Agreement of the Council of Ministers of June 7, 2019.
- CA.2. Ensure that land-sea discharges are carried out in such a way that they do not compromise the development of human activities in receiving coastal waters.
- CA.3. Ensure that current and future uses and activities do not compromise the state of coastal water bodies, as established in river basin hydrological plans.
- V.1. Guarantee the implementation of the necessary facilities for the development of the maritime signalling service.
- V.2. Improve the control and surveillance of uses and activities in the marine environment.
- H.5. Consider land-sea interactions as another element to be evaluated in the monitoring of management plans.
- P.1. Minimize the impact of different human activities on fishing grounds and fishing areas, with special attention to traditional fisheries.
- P.2. Achieve Maximum Sustainable Yield on commercial species populations, and reduce the impact of fishing activities on biodiversity.
- P.3. Strengthen and extend the Marine Reserve Network of Fishing Interest as an engine for conservation and regeneration of the fishing resource and support for artisanal fishing.
- HC.2. Facilitate that future gas pipeline projections take into account the location of activities that require the use of space on the seabed, as well as the need to maintain the integrity of the seabed, especially those with protected, biogenic and/or vulnerable habitats.
- R.1. Identify the areas with the greatest potential for offshore wind energy development in each marine demarcation.
- C.1. Ensure that future uses and activities take into account the need to guarantee the integrity of submarine cables considered critical infrastructures.
- C.2. Facilitate that future cabling projections take into account the location of activities that require the use of seabed space, as well as the need to maintain the integrity of the seabed, especially those with protected, biogenic and/or vulnerable habitats.
- N.1. Ensure that major shipping routes are not significantly altered by proposed future uses and activities.
- N.2. Ensure that the spatial location of shipping routes does not compromise ecosystem connectivity, especially migratory species corridors.
- TR1. Preserve the seascape in those areas where it is of relevant touristic and/or cultural value.

Cross-border effects of the zoning established in the MSPs

The proposed zoning, and the possible activities or uses that are or could potentially be developed in these areas, may have cross-border effects. These effects may be favourable in some cases, and in others there may be unfavourable effects.

Summary of the analysis of the cross-border effects of the zoning established in the MSPs.

No cross-border effect expected 	Favourable cross-border effect expected 	Unfavourable cross-border effect expected 
Priority use areas for the extraction of aggregates for coastal protection. Priority use areas for the protection of cultural heritage. Priority use areas for National Defence. High potential areas for port activities. High potential areas for marine aquaculture. High potential areas for offshore wind energy development.	Priority use areas for biodiversity protection. Priority use areas for research, development and innovation (R+D+i). Priority use areas for navigation. High potential areas for biodiversity preservation. High potential areas for research, development and innovation (R+D+i).	Priority use areas for offshore wind energy. High potential areas for offshore wind energy.

The only zoning that may have unfavourable effects is that of priority use zones for wind energy, especially for two polygons, one in the North Atlantic MD and the other in the Levantine-Balearic MD, which are close to Portuguese and French waters, respectively.

Cross-border effects of the measures proposed in the MSPs

The measures proposed in the MSPs are aimed at improving certain aspects of management in the five marine districts, which should be worked on in the coming years, or at improving the environmental sustainability of human activities in the sea.

Most of these measures would have consequences limited to the national sphere, but some of them, due to the environmental benefits they are expected to produce, could be expected to have positive transboundary effects as well. Finally, no measures have been identified as having unfavourable transboundary effects.

The measures expected to have beneficial transboundary effects are as follows:

- MSP1: Spatial analysis of cumulative pressures arising from the spatial concentration of certain uses and activities.
- MSP3: Definition of the set of elements that make up the marine green infrastructure, and incorporation of the green infrastructure in the MSPs.
- MSP8: Creation of a web/app application related to the uses of the sea.
- PB1: Identification of new proposals for the declaration of marine protected areas.
- PB2: Approval and development of the Master Plan for the Network of Marine Protected Areas of Spain (RAMPE).
- ZAPID1: Identification of potential new R+D+i areas.

11. STRATEGIC ENVIRONMENTAL MEASURES

It is expected that the environmental impacts that have been detected in section 9 will be adequately corrected or mitigated by means of the criteria indicated in each of the sections.

In addition to these management criteria, the draft management plans include, in section V.1, a set of measures that have been considered necessary to advance in the management during the 6-year period that these plans will be in effect.

Many of these measures have an environmental purpose, and it is considered that they will also be capable of correcting and mitigating the potential impacts that have been detected in this strategic environmental study.

The measures (already described in the draft MSP) are described, and special reference is made to how these measures contribute to mitigating or correcting the impacts detected.

The MSPs have established measures for all the maritime sectors covered, with the exception of the energy sector.

The reason why no measures have been proposed in this area is basically for two reasons:

As stated in the draft plan, in section IV.3.7, the conditioning factors and criteria established in the Strategic Environmental Statement of the National Integrated Energy and Climate Plan 2021-2030, published by Resolution of December 30, 2020, of the Directorate General for Environmental Quality and Assessment (BOE January 11, 2021), will be addressed.

12. ENVIRONMENTAL MONITORING PROGRAM

The environmental monitoring program is integrated into the monitoring program of the MSPs that has been described in section V.3 of the draft plan.

This program will provide answers to four key questions:

1. How is the environmental state of the marine environment evolving, including climate change?
2. How is the presence and intensity of human activities at sea evolving?
3. How is the social and economic context of each maritime sector evolving?
4. Are the objectives of the MSPs being achieved? Are the MSPs effective?

The environmental component of this monitoring is strongly linked to the monitoring of marine strategies. This connection is explained in detail in section V.3.1 of the draft plan. Marine strategy monitoring programs will therefore provide information on the environmental status of the main components of marine ecosystems, their pressures and impacts, in a spatially explicit manner for each marine demarcation:

It will also provide information on human activities and the pressures they exert on the marine environment:

This is complemented by the **ad-hoc monitoring program created to evaluate the effectiveness of the MSPs**, and to assess whether the objectives established in the plans are being achieved. This program has established an indicative list of indicators (Table 32 of the draft MSP). Among these indicators, those of an environmental nature are highlighted:

The implementation and inter-administrative coordination mechanism necessary for the implementation of this monitoring is also explained in section V.3 of the draft plan.