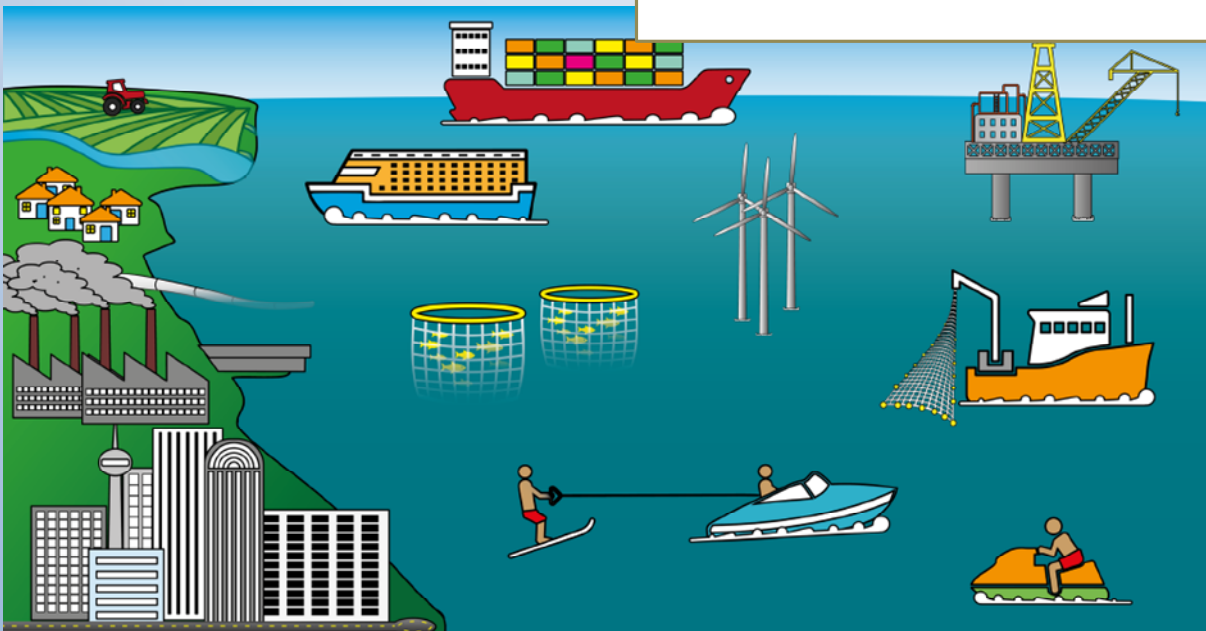


EXECUTIVE SUMMARY



PLANES DE ORDENACIÓN DEL ESPACIO MARÍTIMO



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I. CONTEXT AND SCOPE OF APPLICATION

I.1. INTRODUCTION AND REGULATORY FRAMEWORK

The marine environment is an ecosystem that supports a range of human uses and activities, it provides us with goods and services that contribute to the social and economic development of coastal countries. Many of these uses and activities therefore require using the marine environment, whether temporarily or permanently.

Maritime spatial management (hereinafter, OEM) is the process whereby the authorities analyse and organise human activities in marine areas to achieve ecological, economic and social objectives. It will be taken as a synonym of “marine spatial planning” or “maritime spatial planning”.

The OEM is therefore a cross-cutting instrument that allows the public authorities and stakeholders to take a coordinated, integrated and cross-border approach, which optimises the marine environment and reduces conflicts, thus enhancing co-existence and synergies.

The OEM is also a very useful tool for guaranteeing the protection of sensitive and vulnerable ecosystems, habitats and species, including those protected by regional, national or supranational regulations.

Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial management was developed in the context of the EU’s Integrated Maritime Policy. This Directive was transposed to Spanish law in **Royal Decree 363/2017, of 8 April, establishing a framework for maritime spatial management**.

The aforementioned royal decree provides that in Spain a maritime spatial management shall be prepared for each of the five Spanish marine demarcations (MD), that is, the North Atlantic MD, the South Atlantic MD, the Strait and Alborán MD, the Levantine-Balearic MD and the Canaries MD.

The ultimate purpose of Directive 2008/56/EC, or the Marine Strategy Framework Directive (MSFD) is to achieve or maintain a good environmental status of the marine environment by 2020. The MSFD was transposed to Spanish regulations in **Law 41/2010, of 29 December, on Protection of the Marine Environment**. This law established the obligation to prepare and apply **five marine strategies**, one for each of the marine demarcations established in article 6.2 of the aforementioned law.

The links between both directors have been transferred to the domestic regulatory sphere in the same way. Law 41/2010 itself provides, in article 7, that “Marine strategies are the planning instruments for each marine demarcation and constitute the general framework that must be conformed to by the various sectoral policies and administrative actions affecting the marine environment according to relevant sectoral legislation.”

Indeed, this Law 41/2010, even before the passing of maritime spatial planning Directive, conceives maritime spatial management as a tool to guarantee sustainability and the achievement of a good environmental status, and thus includes it in Appendix V, which sets out the types of measures that could be included in the programmes of measures in marine strategies, including “Maritime spatial management” as one of these types of measures.

In light of the above, RD 363/2017, of 8 April, was conceived as a regulatory implementation of article 4.2 of Law 41/2010, of 29 December, on protection of the marine environment. Thus, RD 373/2017, of 8 April, indicates that “This management framework will constitute a guideline common to all marine strategies, according to article 4.2.f) of the Marine Environment Protection Law.”

In conclusion, the process of preparing the management must be expected to use all the information generated by marine strategies, and, likewise, care must be taken to ensure that POEMs apply an ecosystem focus to guarantee and not compromise the achievement of a good environmental status of the marine environment.

I.2. METHODOLOGY

The methodology for preparing the management plans requires a series of preparatory phases, which facilitate the development of the management plans. These phases, although they are consecutive in time, must in turn include a series of cross-cutting aspects that will be present from the beginning of the process.

Firstly, work has been done on the proposed management objectives, structured around the various activities, uses and interests in the marine environment. Within then, some activities, uses and interests are considered **of general interest**. In these cases, their objectives are priority because they arise from public policies aimed at protecting the common heritage, health and safety. Other uses of the maritime space fit more clearly in the context of the economic activity of the **maritime sectors**.

To complete any natural resource management process, in our case the maritime space, it is necessary to know, in as much detail as possible according to the information available, the environmental characteristics in the marine environment in which the management is going to be done.

The environmental information set out in the plans includes:

1. Oceanographic, climatic, physical and chemical features of the marine environment that will underpin the plans (bathymetry, temperature, salinity, dissolved oxygen, nutrients, photic layer depth, currents, sediments, etc.).
2. Spatial distribution of habitats and species, including areas known to be important because they host certain species or biological communities.
3. Spatial information about human activities.
4. Protected marine spaces.

Besides this environmental characterisation, the diagnosis of the current situation must, likewise, encompass socioeconomic aspects. What are the main uses currently found in

the marine waters subject to management? What is the geographic distribution of those uses?

The information generated in the work in the 2nd phase of marine strategies in Spain has been used to make this diagnosis, specifically in updating the initial assessment of the status of the marine environment, its pressures and impacts, and of the economic and social analysis

This first source of information has been completed by a profuse **inventory of current and future uses and activities**. To do so, and as indicated in article 7 of RD 363/2017, of 8 April, each Ministerial Department affected, in coordination with the coastal Regions where appropriate, have performed an inventory of current and, as far as possible, future, activities and uses, and have sent it to the Directorate-General of the Coast and the Sea.

The plans must also consider future uses as far as possible. Likewise, this compilation was prepared in coordination with the sectoral administrations of the National Civil Service and/or the Regions, as appropriate.

The management framework implemented in the POEMs is based on the premise that there can be co-existence between different uses and activities in marine waters, and that such uses and activities can be performed without compromising the good environmental status of the marine environment.

The POEMs maintain and incorporate the existing restrictions on uses derived from sectoral and environmental regulations, and also provide general application criteria to guarantee that uses and activities can co-exist, maintaining a good environmental status.

Within the management process, special importance is given to the uses, activities and interests in the maritime space that are considered of general interest, and which make it easier to achieve the general-interest objectives of the POEMs. To do so, the areas have been identified where such general-interest uses are currently carried out, and such areas have been defined with their corresponding perimeters, granting the category of the priority-use areas.

Within each area, the following are established:

- Provisions for management of uses and activities that guarantee that priority use is not compromised.
- Criteria for carrying out the activity and for possible spatial overlap between two more priority-use areas.
- Measures, namely actions that should be undertaken in the coming years to improve marine spatial management

Having guaranteed the general-interest uses and activities, the POEMs, in their function of promoting the sustainable development of maritime sectors, pays special attention to certain sectoral activities which are expected to be carried out in the future, and in which it is also necessary to identify the most suitable space for their development. We are talking about activities or uses of the space that must be carried out, because of

their nature, in a certain space or sets of spaces within a marine demarcation. To that end, high-potential areas have been established for different uses and activities

Land-sea interactions are defined in RD 363/2017, of 8 April, as “the effects that human land-based activities may have on maritime space and that maritime activities may have on the land”. The royal decree itself provides, as one of the requirements applicable to the management plans, that they must bear in mind land-sea interactions.

The Directorate-General of the Coast and the Sea is responsible for, among other things, “coordination of the application in Spain of the integrated management of coastal areas”. This Directorate-General is also responsible for tasks related to the protection and conservation of the elements that make up the maritime-land public domain and, in particular, the sustainable adaptation of beaches, dune systems and coastal wetlands, as well as the planning, preparation, control and inspection of defence studies, projects and works.

The integration of land-sea interactions has followed a process in phases, whereby, firstly, the most important topics related to land-sea interactions have identified. Subsequently, a detailed analysis was carried out of each of these topics, in the five marine demarcations (if they were relevant in that MD). The analysis included a study of the existing planning tools that tackle each of these topics. Finally, the integration of land-sea interactions into the management process has been done by proposing specific criteria and measures, aimed at resolving the matters that have been found to be relevant, and which are not tackled by previous planning tools.

INTER-AGENCY COORDINATION

Administrative coordination, like social participation, are substantial elements in the maritime spatial management process. This is so because of the multisectoral nature of these plans, as well as because of the complex distribution of powers in the management and planning of human activities in the marine environment in Spain, which involves both various departments of the National Civil Service (AGS) and of the Regions (CCAA) and, in some respects, also the local authorities.

This reality is set out in RD 363/2017, of 8 April, which establishes in article 7 the procedure for drawing up the POEMs. Within each process, it provides for inter-agency coordination using at three bodies:

The Interministerial Commission on Marine Strategies (CIEM) is the body responsible for coordination among the various Ministerial departments, which was created by article 22 of Law 41/2010, of 29 December, on protection of the marine environment. The CIEM contains several working groups, one of which is the **Maritime Spatial Management Working Group (GT-OEM)**. This group is technical, and it brings together the various units of the AGS that sectorally regulate the human activities included in the POEMs. In some cases, the members of the GT-OEM have done prior coordination work with the Regions, in the event that it is a regional or shared competence, as in the case of aquaculture. In other cases, coordination with the coastal CCAA have been done directly by the DGCM itself.

The five Spanish marine demarcations have **Monitoring Committees** to coordinate with the CCAA. The Committees are an important forum of discussion between the AGS and the coastal Regions, and they have demonstrated their utility in the coordination of the various phases of the marine strategies.

Besides the Monitoring Committees, the DGCM has held a series of **specific meetings with the Regions** responsible for various human activities that take place in the marine environment.

As a result of these meetings, a series of aspects or “hot topics” were detected that require more detailed discussion. To that end, **ad hoc groups** were created in which representatives of the AGE and of the CCAA responsible for each area participated.

The *ad hoc* groups discussed the focus on managing, identifying and defining certain priority-use areas and high-potential areas, and measures or work streams have been proposed that must be undertaken in the coming years to tackle possible pending matters that may require medium-to-long-term solutions.

Finally, the third body established in RD 363/2017, of 8 April, of the **Government Delegate Commission for Economic Affairs**, which is responsible for examining and deliberating on all relevant proposals in matters with sectoral economic content. The plans shall be sent to this Commission to collect the report required according to article 7 of the aforementioned royal decree.

INVOLVEMENT OF THE STAKEHOLDERS

Directive 2014/89/EU and Royal Decree 363/2017 place special emphasis on the involvement of the stakeholders and economic sectors. Involving the key actors or stakeholders in marine spatial planning, and engaging them from the initial phases may foster the reduction, as far as possible, of conflicts that may occur in the area to be managed.

Two in-person meetings were held with representatives of the sectors. Workshops or participation events were planned in the five demarcations over the course of 2020. This participation plan was truncated by the advent of the COVID-19 pandemic. It therefore held an online participation event instead, in December 2020. More than 270 people participated in this event, and a presentation was given about the progress of the works and questions asked by the representatives of the various sectors were answered.

On the other hand, it should be noted that Royal Decree 363/2017, of 8 April, itself, in article 7 on the preparation of the POEMs, stipulates consulting the Environmental Advisory Council (CAMA) prior to being informed by CIEM. In this regard, it is important to remember that CAMA is the body responsible for promoting participation in and monitoring general environmental policies aimed at sustainable development and which was created by Law 27/2006, of 18 July.

MANAGEMENT OF AND ACCESS TO GEOGRAPHICAL INFORMATION: INFOMAR

The Directorate-General of the Coast and the Sea is developing an IT system called INFOMAR, which will bring together the set of information generated by the public authorities in the scope of the application of the EU directives (mainly the MSFD, but also the marine spatial management Directive, the WFD and the Habitats and Birds Directive).

All the geographical information on which the management of the maritime space is based, as well as the results thereof, can be seen in the INFOMAR viewer, an information system about the marine environment developed and updated by CEDEX's Centre of Port and Coastal Studies. This system is accessible through the website <http://www.infomar.miteco.es/>

CROSS-BORDER COOPERATION

The Directive and the Royal Decree set out the need to cooperate with other Member States, in order to guarantee that the POEMs are consistent across the neighbouring countries. It will also be necessary to cooperate, as far as possible, with third countries with whom the marine waters in the same sub-region are shared.

In order to set out the basis for this cross-border cooperation, Spain participates in various EU initiatives that pursue this purpose, including the Marine Spatial Experts Group (MSEG), which is coordinated by the European Commission itself. It also participates in the Member State assistance mechanism, a platform for exchanging information and experiences (MSP Platform) and the EU Maritime Forum.

On the other hand, the European Commission has launched different calls for cross-border cooperation projects (between different Member States) which aim to support the implementation of the maritime spatial planning Directive. Various Spanish institutions, supported by the Ministry of the Ecological Transition, have participated in projects that have already ended. And there are currently two projects underway, and a third in the process of being signed.

In the consultation of the initial strategic environmental assessment documents of the POEMs that took place between January and June 2020, consultation of interests made to the neighbouring Member States (France, Italy and Portugal), including Ireland. Several of these countries have expressed their interest in being officially consulted during the strategic environmental assessment, hence both this document and the associated Strategic Environmental Assessment are being sent to the neighbouring countries for their consideration. Likewise, an *ad hoc* meeting is planned with these countries (online) to present the plans to them and hear their impressions and comments.

CONSULTATION AND PUBLIC PARTICIPATION

The plans have been laid out in public hearings, as well as in public consultation and the strategic environmental assessment.

The Strategic Environmental Declaration must have been published in the OSG prior to the approval of the plans by RD. According to the deadlines set out in the Directive, the plans should be approved by 31 March 2021 at the latest. It will not be possible to meet this deadline, but an attempt will be made to ensure that the process as a whole, including the **publication of the RD approving the POEMs, finishes during the course of 2021.**

I.3. SCOPE OF APPLICATION

As regards the uses and activities that must be set out in the plans, Royal Decree 363/2017 regulates the content of the POEMs, such that the present and future spatial and temporal distribution of a set of uses and activities will be laid out.

All these uses have therefore been included in the Diagnosis section. They have been grouped into a two-group structure: general-interest groups and maritime sector uses, as explained above.

Table 1. Activities, uses and interests considered of general interest, in the context of the POEMs, whose objectives are priority since they arise from public policies aimed at protecting shared resources, health and safety.

ACTIVITIES, USES AND INTERESTS CONSIDERED OF GENERAL INTEREST IN THE CONTEXT OF THE POEMs
The marine environment, including marine protected areas, the coastal environment, and mitigation of and adaptation to the effects of climate change
Guaranteeing the supply of freshwater and the water supply, including desalination
Treatment, purification and quality of water, including bathing water
National Defence
Monitoring, control and maritime safety
Scientific research, development and innovation
Protection of Underwater cultural heritage

Table 2. Maritime economic sectors considered for setting the maritime spatial management objectives.

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

(*) The sectors marked with an asterisk currently have so-called critical or general-interest infrastructure, which must be borne in mind when tackling the matter of maritime spatial management.

(**) There are certain shipping lanes that have been declared to be of public interest, which must be borne in mind when tackling the matter of maritime spatial management.

Special mention ought to be made of the marine waters that have a protected status. 12% of Spain's marine waters are protected currently. Some of these protected marine

spaces (PMEs) have a management plan or tool, and the rest are expected to have one in the coming years.

In these spaces, the tools for planning and regulating uses within a protected space prevail over sectoral regulations and planning. This also applies, therefore, to their prevailing over maritime spatial management plans.

For the purposes of applying the Law on the protection of the marine environment, is divided into two marine regions, Mediterranean and Northeast Atlantic, subdivided into three marine sub-regions: Bay of Biscay and Iberian coasts, Western Mediterranean, and Macaronesia. In turn, the law establishes the following five Marine Demarcations, which can be seen in Figure 1.

Royal Decree 363/2017, of 8 April, provides that **five Maritime Spatial Management Plans (POEMs) must be prepared, one for each Spanish marine demarcation.**

Areas I and II of the National Ports, as well as the service areas of the regional ports, are beyond the scope of these plans.

Protected marine spaces shall be governed by applicable management regulations, notwithstanding their classification in these plans are priority-use areas for biodiversity conservation.

The management of these plans is based on respecting and maintaining the uses, activities and processes which, as of its entry into force are taking place in Spanish marine waters, regulated by its specific regulations, and notwithstanding the modifications that may be made to them in the future.



Figure 1. Spain's five marine demarcations. (NOTE: This map is for technical use and does not reflect the limits between neighbouring States).

Geographical information about the scope of application of the POEMs is set out in Appendix and in the geographic viewer of the maritime spatial management plans <http://www.infomar.miteco.es>

With respect to the **time horizon**, due to the fact this planning tool is closely linked to other plans, such as marine strategies and, to a lesser extent, hydrological plans, and that these tools are periodically reviewed every 6 years, it is seen as more appropriate than the review of the POEMs being done every 6 years from when they are passed by royal decree.

The maritime spatial management plans will be reviewed and updated by 31 December 2027 at the latest

II. GUIDING PRINCIPLES AND MANAGEMENT OBJECTIVES

The objective-setting process must take into account the existence of prior planning processes, as well as the need for consistency between them, which is a fundamental aspect and which is one of the reasons why the POEMs were necessary.

It is necessary to guarantee that the objectives set are realistic, synergistic and conducive to achieving the marine spatial management, thus avoiding duplications and contradictions.

II.1. GUIDING PRINCIPLES AND CONSISTENCY

The plans will follow a series of **guiding principles**, which will guide the process of drawing up the spatial management. They are:

- Sustainable development
- Ecosystem focus, considering biodiversity, the geological and hydrological diversity of marine ecosystems, including the landscape, the interactions between them, as well as exploitation of ecosystem services by society
- Improvement of the competitiveness of maritime sectors
- Improvement of exploitation of the marine environment
- Improvement of governance
- Active participation by public and private agents including local coastal communities
- Adaptive management
- Ecological transition towards a low-carbon and resource-efficient economy and, linked to that, a fair transition in terms of employment.
- Consideration of the gender perspective in the planning process

- Economic diversification, taking it to be key to the economic sustainability of maritime sectors
- Circular economy
- Making it easier to access information and marine data, guaranteeing that it will be updated
- Preponderance of general-interest objectives
- Use of the best available scientific information, and of the most suitable scale of analysis

Moreover, the goals must generate synergies and be **compatible** with the objectives set previously in the existing sectoral planning tools, as well as the environmental objectives approved in the framework of marine strategies, that is, they must guarantee that the good environmental status of the marine environment is not compromised.

This ensures that the goals set do not contradict or overlap with these planning instruments.

II.2. OBJECTIVES IDENTIFIED IN SECTORAL REGULATIONS

In September 2015, the General Assembly of the United Nations passed the 2030 Agenda for Sustainable Development. The Agenda sets 17 goals with 269 integrated and indivisible targets encompassing the environmental, social and economic spheres.

Among these goals, Goal 14 “Underwater Life”, colloquially called “Oceans”, stands out; it is broken down into 7 specific targets. Goal 14 encompasses aspects of environmental improvement of the oceans, reduction of the main pressures affecting it, including those related to climate change, regulation of aspects related to fishing, and fostering of the management of marine ecosystems and of the sustainable development of maritime economies.

In the international context, various International Conventions are of particular relevance for setting goals in the marine realm.

The relevant of each of these multi-lateral tools, and their relationship with the objectives set out in the POEMs, are explained in detail in the sections accompanying these plans.

The Integrated marine policy (IMP) is the European Union’s policy whose aim is to foster coordinated and coherent decision-making to maximise the sustainable development, economic growth and social cohesion of the Member states, especially as regards the coastal, island and remote regions of the Union, as well as the maritime sectors, by means of coherent policies in the maritime domain and relevant international cooperation.

The range of EU legislation relevant to the marine sphere, as well as to the maritime sectors that operate in it, is very wide-ranging. Due to their special importance and the fact they have not been cited in this document, the following are notable: The Nature Directives (Habitats Directive 92/43/EC and Birds Directive 2009/147/EC), the EU Strategy on Offshore Renewable Energy and the European Green Pact,

Besides the objectives arising from EU regulations and from the international sphere, the POEMs have conducted a detailed analysis of the set of objectives in place for the various maritime sectors, from the relevant regulations or sectoral planning. This analysis was carried out both at the national level and by compiling the **objectives set by the regional authorities**, in matters within their responsibility.

II.3. THE OBJECTIVES OF THE MANAGEMENT PLANS

The OEM must contribute to the effective management of maritime activities and the sustainable use of the coastal and marine resources, creating a framework that allows for coherent, transparent, sustainable and evidence-based decision-making. This management process must take into account land-sea interactions and promote cooperation between Member States.

Once the aspirations fixed in each maritime sector have been identified, the plans has set out a series of management objectives in order to contribute to achieving one or more of the sectoral objectives, facilitate conflict-reduction and to enhance, if possible, the co-existence of maritime activities.

The objectives are shared by the five marine demarcations. However, their significance may vary among marine demarcations, since they are related to the relative importance of each sector in the context of the five demarcations.

Thus, the OEMs must have the following features:

- Based on the ecosystem, balancing ecological, economic and social targets and objectives in the pursuit of sustainable development.
- Integrated, across sectors, and across different authorities.
- Based on spatial planning.
- Adaptable, capable of learning from experience.
- Strategic and forward-looking, with a long-term focus.
- Participatory, the actors are actively involved in the process

Once the objectives cited in section II.2 have been analysed, the **objectives of the management plans were proposed**. These objectives are, in turn, divided into:

- a) A general management objective
- b) Horizontal management objectives, which link all the sectors.
- c) General-interest use management objectives

- d) Sectoral management objectives, based on the needs each maritime sector may have when using the maritime space, with the ultimate goal of ensuring the management plans contribute to achieving these objectives.

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

The following must also be done:

- Achieve the **general-interest use management objectives**;
- Contribute to achieving the **multi-sectoral horizontal** management objectives;
- Contribute to achieving the **sectoral** management objectives;

To achieve these objectives, the management plans must:

- a) Guarantee the **participation** of the various agents involved, both public and private
- b) Guarantee their compatibility with achieving and **maintaining 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 ecosystem focus, as well as safeguarding the underwater cultural heritage.

The management objects are as follows:

GENERAL-INTEREST OBJECTIVES	
<p>Protection of the marine environment, including marine protected areas, the coastal environment, and mitigation of and adaptation to the effects of climate change (MA)</p>	<p>MA.1. To promote the connectivity, functionality and resilience of marine ecosystems through giving them the status of marine green infrastructure.</p> <p>MA.2. To ensure that vulnerable and/or protected habitats and species are not affected by the location of human activities that require using the marine space.</p> <p>MA.3. To guarantee that the plans consider the need to increase the protected marine surface in the marine demarcation and that the activities or uses planned for those areas do not compromise their designation as protected areas.</p> <p>MA.4. To ensure that the human uses and activities in the protected marine spaces are compatible with the conservation objectives for said spaces.</p> <p>MA.5. To ensure that current and planned future human uses and activities do not compromise the achievement of the Good Environmental Status of the marine environment, or the environmental objectives of the marine strategies set out for the second stage of the marine strategies and approved by a Cabinet Agreement of 7 June 2019.</p> <p>MA.6. To guarantee the integrity of the maritime-land public domain to defend and conserve it.</p> <p>MA.7. To ensure that the planned future uses and activities conform to the provisions of Law 22/1988 of 28 July 1988, on coasts, and do not compromise the objectives set out in those rules.</p> <p>MA.8. To guarantee the viability of the general-interest actions necessary to protect the integrity of the maritime-land public domain, including studying, accessing and exploiting the areas where aggregates to be used for coastal protection work are extracted.</p>

GENERAL-INTEREST OBJECTIVES	
To guarantee the supply of freshwater and the water supply, including desalination (SA)	SA.1. To ensure that the water supply catchment areas do not host in their immediate surroundings uses and activities that may compromise the quality of the waters.
Treatment, purification and quality of water, including bathing water (CA)	CA.1. To guarantee that the bathing areas are not affected by human activities in the marine environment. CA.2. To ensure that land-sea dumping is done in such a way as to not interfere with human activities in the recipient coastal waters. CA.3. To guarantee that present and future uses and activities do not compromise the status of coastal water bodies, according to the river basin management plans.
National Defence (D)	D. 1. To guarantee the freedom of use and action of the State in waters under Spanish sovereignty and jurisdiction. D. 2. To contribute to the economic and social development of Spain, enhancing the advance of society through safety.
Monitoring and control (V)	V.1. To guarantee the implementation of the facilities necessary to perform the maritime signalling service. V.2. To improve control and monitoring of the uses and activities in the marine environment.
Scientific research, development and innovation (I)	I.1. To have a series of areas in Spanish marine waters used for research, innovation and development, which facilitate the development of emerging maritime sectors, especially marine renewable energies.
Underwater cultural heritage (CU)	CU.1. To guarantee the conservation of known or suspected underwater cultural heritage against human activities that require the use of the marine space.

MULTI-SECTOR HORIZONTAL MANAGEMENT OBJECTIVES
H.1. To minimise conflicts between uses as far as possible.
H.2. To assign use priorities in certain areas to carry out human activities that require such.
H.3. To facilitate the co-existence of uses and activities.
H.4. To identify, and to enhance as far as possible, synergies between uses and activities.
H.5. To consider land-sea interactions as an element to be assessed in monitoring the management plans.
H.6. To improve coordination across authorities responsible for managing the uses and activities of the maritime space.

H.7. To improve and cooperation and involvement of all the marine environment's stakeholders.

H.8. To improve the visibility of the activities, uses and interests of the various users or managers of the maritime space.

H.9. To enhance the certainty of developers, thanks to the planned performance of human activities in the marine environment.

SECTORAL MANAGEMENT OBJECTIVES	
SECTOR	MANAGEMENT OBJECTIVES
Aquaculture (A)	<p>A.1. To guarantee the conservation and protection of the marine ecosystem in the selection of sites and identification of future areas</p> <p>A.2. To design spatial planning of aquaculture using a medium- and long-term scale approach compatible with environmental conservation and with advances in new technologies</p> <p>A.3. To enhance competitiveness, and contribute to the creation of employment in the aquaculture sector, improving access to the most suitable areas and developing the best practices with respect to the location, scaling and management of the facilities.</p>
Extractive fishing (P)	<p>P.1. To minimise the impact of the various human activities on the fishing grounds and fishing areas, paying special attention to traditional fisheries.</p> <p>P.2. To achieve Maximum Sustainable Yield on stocks of commercial species, and reduce the effect of fishing activities on biodiversity.</p> <p>P.3. To enhance and extend the Network of Marine reserves of fishing interest as the engine of conservation and regeneration of fishing resources and support for artisan fishing.</p>
Energy sector – hydrocarbons (H)	<p>HC.1. To ensure that the future uses and activities take into account the need to guarantee the integrity of the gas pipelines and oil pipelines considered critical infrastructure.</p> <p>HC.2. To make it easier for planned future gas pipelines to 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.</p> <p>HC.3. To not grant new exploration licences, hydrocarbon research permits or concessions to exploit them in the territorial sea, the exclusive economic area and the continental platform¹</p> <p>HC.4. For current exploitation facilities, four years before the end of the period of their concession, to consider the potential for reconversion of the facilities or of their location for other subsoil uses, including geothermal energy, or for other economic activities, in particular the establishment of renewable energies²</p>
Energy sector – renewable energies (marine) (R)	<p>R.1. To identify the areas with the greatest potential for developing offshore wind energy in each marine demarcation.</p>
Electric transport and	<p>C.1. To ensure that the future uses and activities take into account the need to guarantee the integrity of the undersea cables considered critical infrastructure.</p>

¹ According to Law 7/2021, of 20 May, on climate change and the energy transition.

² According to Law 7/2021, of 20 May, on climate change and the energy transition.

SECTORAL MANAGEMENT OBJECTIVES	
SECTOR	MANAGEMENT OBJECTIVES
telecommunications sector (C)	C.2. To make it easier for planned future cabling to 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.
Navigation (N)	<p>N.1. To ensure that the main shipping routes are not significantly altered by the proposed future uses and activities.</p> <p>N.2. To ensure that the spatial location of the shipping routes does not compromise the connectivity of ecosystems, especially corridors used by migratory species.</p>
Port activity (AP)	<p>AP.1. For the National Ports, as regards general-interest infrastructure, to guarantee water areas large enough and with suitable sheltering and depth conditions for the type of vessels that will use the general-interest ports and for maritime traffic that are to be carried out in them, paying special attention to the maritime signalling, pilotage and towing services.</p> <p>AP.2. For the National Ports, as regards general-interest infrastructure, to guarantee the anchorage areas, quays or mooring facilities that allow ships that require access to general-interest ports to approach and moor to carry out their operations or to remain at anchor, moored or berthed in appropriate safety conditions.</p> <p>AP.3. For all ports, to ensure that the needs for spatial expansion of the port service areas are set out in the plans, and are not compromised by the location of human activities that may come into conflict with the port activity.</p> <p>AP.4. For all ports, to make it easier to have a network of geographical locations used for dumping dredged material.</p> <p>AP.5. For all ports, to ensure that the location of the dredged material dumping points outside the port service waters do not put at risk the development of other economic activities, nor the conservation of marine biodiversity.</p>
Tourism and recreational activities (TR)	<p>TR.1. To preserve the marine landscape in those areas where it has significant tourist and/or cultural value.</p> <p>TR2. To guarantee the public use and enjoyment of the coast, associated with tourism and recreational activities are carried out sustainably and do not jeopardise the environmental status of the marine environment.</p> <p>TR.2. Areas identified as being especially valuable for surfing are not significantly affected by other activities that must use the maritime space.</p>

III. DIAGNOSIS: MARITIME SECTORS, CURRENT SITUATION AND FORECASTS FOR FUTURE OR POTENTIAL DEVELOPMENT

The maritime space has been managed on the basis of a diagnosis broken down for each marine demarcation. The diagnosis was carried out following the procedure set out in article 7 of the RD. It includes the following sections:

- Main features and characteristics: it sets out the fundamental characteristics of the marine demarcation from a descriptive point of view, as a first introduction

to knowledge of the marine environment that supports ecosystem processes and human uses and activities. The information is an extract from the documents prepared for Spain's marine strategies, in their second phase³. Some aspects of these characteristics, above all those related to the marine biodiversity in the demarcation, and to climate change, are described in more detail in the following section.

- Maritime sectors: current situation and spatial distribution: This section provides a socioeconomic characterisation and a spatial analysis of the distribution of the various uses and activities present in the marine environment of each of the five demarcations.
- Current limitations on certain uses and activities derived from sectoral regulations or from the management plans for protected marine spaces: the diagnosis also identifies and compiles the various limitations on existing uses and activities, derived from other regulations, especially that related to the management plans for protected marine spaces. This analysis is focused on limitations with a well-defined spatial character.
- Spatial distribution of the future uses and activities: it sets out the proposals received from various authorities responsible for potential future uses for various sectors. Also, for some sectors, it analyses the potential of the various marine areas for carrying out certain activities. It is necessary to underline that the proposed future uses set out in this section are merely forecasts, and are not normative or binding. Therefore, they are subject to possible amendment, as may be observed in Block IV of this plan.
- Land-sea interactions: The management plans must consider land-sea interactions (article 6.a of RD 363/2017, of 8 April). The methodology used integrate this aspect is explained in section I.2. The analysis is also carried out in terms of each marine demarcation. The ultimate integration of these aspects in the management process is explained in Block IV.
- Interactions between uses and activities: the existing spatial interactions in each marine demarcation are analysed, among the various uses and activities, both current ones, and especially those proposed as future uses. This analysis is conceived as a tool to identify the management needs that were later set out in block IV.

It is notable that the first inventory of human uses and activities was prepared for the initial consultation for the environmental assessment (January 2020), and thereafter five documents were developed, one for each of the five marine demarcations. These documents were the basis of the discussion as the bilateral meetings held with the

³ https://www.miteco.gob.es/es/costas/temas/proteccion-medio-marino/estrategias-marinas/eemm_2dociclo_fases123.aspx

coastal Regions, and they have been completed with the contributions received by the regional and national authorities and by the initial SEA consultation process.

For the purposes of this plan, all the cartographic information included in the Diagnosis of each of the five marine demarcations is called the **informative cartography**. This cartography can be consulted in the geographic viewer of the platform www.infomar.miteco.es, in the Maritime spatial management section.

The diagnosis was prepared by CEDEX's Centre of Port and Coastal Studies. Contributions have been received from multiple regional and national authorities. The section on interactions between uses and activities was prepared with the support of contributions from the DG of the Merchant Navy and National Ports (MITMA) for the analysis of interactions with navigation and port activity; the DG of Energy Policy and Mines and the Institute for Energy Diversity and Saving (IDAE) (MITERD) for the section on marine renewable energies; the DG of Biodiversity, Forests and Desertification (MITERD) for interactions with biodiversity and protected marine spaces; the General Staff of the Navy (Min. of Defence) for interactions with military exercise areas; ENAIRE and DG Civil Aviation (MITMA) for the analysis of interactions with aeronautical easements; the Spanish Institute of Oceanography (Min. of Science and Innovation) for the bionomic characterisation and analysis of interactions with fishing; the DG Fisheries and Aquaculture Management for the coordination of the Regions in the field of aquaculture.

The diagnosis can be read in an independent document format for each marine demarcation:

- A. North Atlantic marine demarcation: https://www.miteco.gob.es/es/costas/participacion-publica/anexoiinor_r_tcm30-527214.pdf
- B. South Atlantic marine demarcation: https://www.miteco.gob.es/es/costas/participacion-publica/anexoiisud_r_tcm30-527215.pdf
- C. Strait and Alborán marine demarcation: https://www.miteco.gob.es/es/costas/participacion-publica/anexoiiesal_r_tcm30-527216.pdf
- D. Levantine-Balearic marine demarcation: https://www.miteco.gob.es/es/costas/participacion-publica/anexoiileba_r_tcm30-527217.pdf
- E. Canaries marine demarcation: https://www.miteco.gob.es/es/costas/participacion-publica/anexoiican_r_tcm30-527218.pdf

IV. MARITIME SPATIAL MANAGEMENT

On the basis of what comes to light in the diagnosis, including the aspirations identified by the various users of the sea, this section sets out the spatial management.

The management of the maritime space of the five Spanish marine demarcations was done by following a conceptual framework, as well as the same zoning criteria and categories. That is why the management of the five demarcations is presented in the same block.

The geographical delimitation of the zoning, as well as the provisions, limitations and criteria set out in this management, are approved by royal decree, and they shall therefore be normative.

Therefore, within the cartographic information set out in this plan, it is necessary to distinguish between the **normative cartography** and **informative cartography**).

IV.1. THE MANAGEMENT FRAMEWORK

The management framework applied in the POEMs is represented graphically in Figure 2. Firstly, it is based on the premise that there can be **co-existence between different uses and activities** in marine waters, and that such uses and activities can be performed without compromising **the good environmental status** of the marine environment.

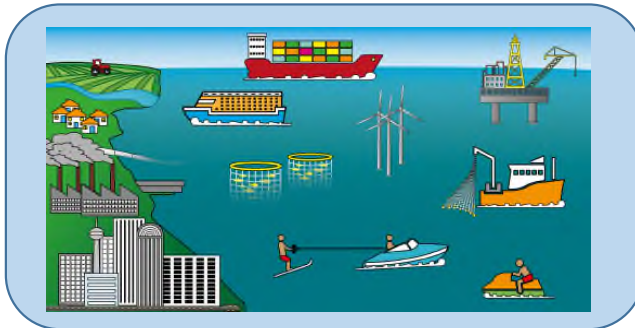
This co-existence, as well as not impacting the good environmental status and the favourable conservation status of habitats and species, are guaranteed in part by existing regulations, which in some cases sets out limitations on use, both as regards their spatial component and concerning the characteristics each use and activity must have.

The POEMs maintain and incorporate the existing restrictions on uses derived from sectoral and environmental regulations, and also provide general application criteria to guarantee that uses and activities can co-exist, maintaining a good environmental status.

In a next step, within the management process, special importance is given to the uses, activities and interests in the maritime space derived from general-interest aspects, and which make it easier to achieve the general-interest objectives of the POEMs.

To do so, the areas have been identified where such **general-interest uses** are carried out, and such areas have been defined with their corresponding perimeters. In each type of **priority-use area**, provisions are established to regulate/restrict uses and activities that guarantee that the priority use is not compromised. **Criteria** are also established for possible spatial overlap between two or more priority-use areas. These priority-use areas also include some of the areas identified for the development of renewable energies, specifically offshore wind. This is due to the strategic character that has been granted to this future use of the marine waters within the POEMs.

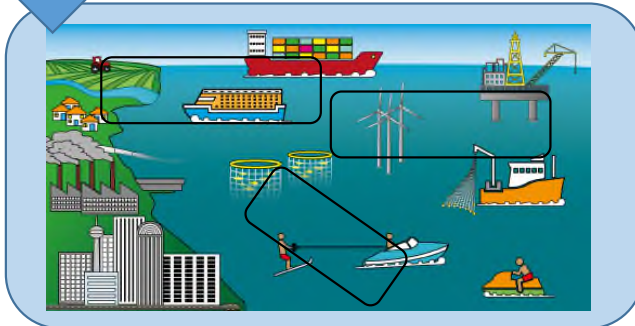
Co-existence of uses and activities, thus protecting a good environment



General criteria are established for the co-existence of uses and activities

The restrictions on existing uses derived from sectoral and environmental regulations are compiled and noted. Measures are proposed.

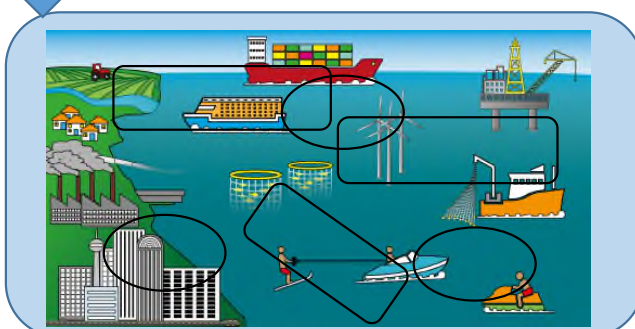
Priority-use areas are established where necessary, especially for priority and general-interest uses



The uses and activities are managed within each priority area to guarantee that said priority use is not compromised

Criteria are established in the event of spatial overlap between two or more priority areas. Measures are proposed

High-potential areas are established for some uses and activities that are expected to develop in the future and which require a specific spatial location.



The uses and activities are managed within each high-potential area to promote the development of the

Criteria are established in the event of spatial overlap between two or more high-potential areas. Measures are proposed.

Figure 2. Management framework applied in the POEMs of the five marine demarcations.

Having guaranteed the general-interest uses and activities, the POEMs, in their function of **promoting the sustainable development of maritime sectors**, pays special attention to **certain sectoral activities** which are expected to be carried out in the future, and in which it is also necessary to identify the most suitable space for their development.

To that end, **high-potential areas** have been established (for different uses and activities). The mechanisms used to identify the high potential of certain areas for a certain use are varied. Some areas have been extracted from technical-scientific works

that include spatial modelling, others are based on the judgement of experts, in the context of projects and through participatory processes. Regulations of uses and activities are established that can promote the development of the activity within its high-potential areas, and **criteria** are also set out for overlap between different high-potential areas.

IV.2. CO-EXISTENCE OF USES AND ACTIVITIES IN THE MARITIME SPACE

The human uses and activities encompassed by the plan may be carried out, in general in the marine environment of the five marine demarcations, always complying with the provisions of the corresponding sectoral regulations.

The **sustainable co-existence** of different uses, activities and interests shall be sought. To do so, besides complying with current sectoral regulations, the developers and users of the sea, as well as the relevant authorities during the process of authorising the activity, shall apply the following horizontal criteria:

- a. No activity may be carried out that compromises the overarching objective of protecting the marine environment
- b. Only those activities which, by their nature, must be carried out at sea shall be carried out at that location, according to article 32 of Law 22/1988, of 28 July, on coasts, and applicable sectoral regulations, and notwithstanding the environment supporting them.
- c. The spatial location of the activity must guarantee the environmental sustainability of the marine environment, notwithstanding the economic and/or social advantage it gives the developer.
- d. The activities that are carried out in the marine environment must observe the minimum occupation and minimise their environmental impact, regardless of whether that activity is or is not subject to the relevant national or regional environmental assessment regulations.
- e. As regards the uses, activities and interests of the maritime sectors, priority shall be given to the spatial location of each activity in those areas identified as priority-use or high-potential for development in the corresponding marine demarcation.
- f. It shall seek to minimise the environmental impact, regardless of whether that activity is or is not subject to the relevant national or regional environmental assessment regulations.
- g. Consideration shall be given, prior to the authorisation of the activity, to the environmental, fragility and vulnerability characteristics of the area where the activity is carried out, including the forecast potential cumulative impact of it and other pre-existing or forecast activities.
- h. Consideration shall be given, prior to the authorisation of the activity, to the possible socioeconomic effect on all those other sectors and activities present in the area, as well as on the forecasts laid out in the plan for possible future activities in the area.

- i. Any activity that requires either the execution of works or facilities in marine waters, the seabed or the subsoil, or the placement or deposit of materials on the seafloor, must have a report on their compatibility with the marine strategy.
- j. For the plans, projects or programmes derived from the aforementioned activities, where it may appreciably affect species or habitats within or outside the spaces of the Natura 2000 Network, an impact analysis must be undertaken and the corresponding measures must be adopted according to article 46 of law 42/2007, of 13 December, on Natural Heritage and Biodiversity.

Besides the foregoing, a set of sectoral criteria are established, which shall also facilitate sustainable co-existence between uses and activities. They are:

- k. **Unregulated free anchoring of nautical-pleasure craft** involving the laying of anchors or any other type of anchoring device on the seabed is prohibited in areas where marine angiosperms or other benthic species included in the LESPRES or the CEEA are present.
- l. Activities related to **testing and experimentation on renewable energy extraction infrastructure**, in the pre-commercial or innovation phase, be they wind energy or other marine energy, can be located at any point in the maritime space, as long as they observe current sectoral and environmental regulations, as well as the co-existence criteria set out in this plan. Notwithstanding the foregoing, wherever possible, this infrastructure shall preferentially be installed in priority-use areas for R&D, or in high-potential areas for R&D if an R&D area is established in them in the end.
- m. In areas identified as having a greater likelihood of collisions between vessels and large cetaceans, measures may be implemented to mitigate this impact in order to achieve their co-existence

Land-sea interactions have been analysed in detail in each of the five marine demarcations; for each topic proposed, a conclusion has been reached about the relevance of the interaction in said demarcation. The planning tools covering each of these interactions have also been analysed, and a proposal is made about how the POEMs can contribute to tackling aspects of land-sea interactions in a more comprehensive way.

As a result of this analysis, below is a proposed series of criteria that can contribute to improving the co-existence of the uses and activities in the land-sea interface. These criteria complement everything that already exists according to other prior planning tools.

- a. In human activities that depend on the quality of the waters, or which may affect such water quality, the authorities, before authorising such activity, shall take into account:
 - Whether the chemical and ecological status of the coastal water bodies, as set out in the river basin management plans, makes it possible to carry out that activity;

- Whether the activity does not put at risk the chemical status and ecological status of the coastal water bodies, or the environmental objectives set for such waters in the river basin management plans.
- b. Expansions of port infrastructure must consider, during the corresponding environmental assessment process, the interaction such infrastructure may have in the coastal dynamics and the possible increase in coastal erosion, also taking into account the current context of climate change.
- c. Where human activities are authorised that involve the installation of infrastructure with the ability to alter the marine landscape, the environmental assessment process for the project must take into account the impact on the landscape, paying special attention to the areas that may be most vulnerable terms of the marine landscape:
 - Protected landscapes on the coast
 - Areas with intensive tourist and recreational use
 - Areas with intensive residential use
 - Areas with sites of cultural interest on the coast
- d. Wherever possible, attempts shall be made to ensure that the installation of new human activities in the marine environment close to the coast that may entail a modification of the landscape are done outside the visual basin of the sites of cultural interest near the coast.
- e. In the case of the establishment of future human activities at sea that may entail an increase in the risk of pollution of the coast, efforts shall be made to ensure that they are not located near the most vulnerable areas of the coast, as set out in the Shore Plan.

While the POEMs are in force, the authorities shall carry out the following measures, with the ultimate aim of improving the management of the maritime space:

- Multi-sector horizontal measures
- Measures to improve certain aspects of the plan
- Governance measures
- Land-sea interaction measures

These measures can be consulted in section V.1.

IV.3. PRIORITY-USE AREAS

Some of the general-interest uses identified in the POEMs are carried out in specific areas of the maritime space, and therefore the plans must guarantee that such general-interest uses enjoy priority status. To that end, a series of areas have been identified

with priority uses, in which certain measures are set out to guarantee that the aforementioned used is not put at risk.

IV.3.1. Priority-use areas for protection of biodiversity

These areas comprise the **protected marine spaces**, including the Nature 2000 Network, subject to both national and regional management.

The regulation of uses and activities within these areas is done by the management body responsible for that protected space, using the relevant space management tool.

The forecasts set out below in the POEMs are indeed applicable to the rest of the protected marine spaces not included in Appendix 1, and shall be applied on a subsidiary basis if the space has a management plan.

Management of uses and activities within the priority-use areas for the protection of biodiversity:

- a) Commercial offshore windfarms shall not be installed in spaces declared due to the presence of seabirds (SPAs or other systems) in critical areas for protected species as well as, within the other protected marine spaces, in areas containing habitats of community interest.
- b) All the restrictions set out in Law 42/2007, of 13 December, on Natural Heritage and Biodiversity shall be applied. In particular, it is recalled that it is not permitted to supply or store combustible material by permanently anchoring tankers in the waters within the protected natural spaces and the protected spaced of Natura 2000 Network, to receive such fuel as well as to supply the aforementioned tankers with fuel, according to article 80 1 t) of law 42/2007. According to the provisions of this article, the anchoring shall be considered permanent even if there are occasional periods in which the vessel is absent or substituted or replaced by another of the same company, owner or group, as long as the purpose of the anchoring is storage to supply fuel.

Besides these management provisions and criteria, it is recalled that Diagnosis Block III, compiled the set out current limitations of certain uses and activities derived from sectoral regulations or from the management plans for the protected marine spaces, in each of the five marine demarcations.

Applicable criteria for the uses and activities within the protected marine spaces:

- a) Where a high-potential area for aquaculture overlaps with the priority areas for the protection of the biodiversity set out in this section, it shall be necessary to analyse their effect on the protected marine spaces in question. The reports on their compatibility with the marine strategy must verify that the developer has provided such a justification, notwithstanding the provisions set out by the space's management body.
- b) Where a priority-use area for the extraction of aggregates for coastal protection overlap with the protected marine spaces set out in this section, it shall be necessary to prove that there are no other suitable deposits, and for the coastal

strip in question, outside said spaces, and it shall also be necessary to assess the impact on said activity on the protected marine spaces. The reports on their compatibility with the marine strategy must verify that such a justification exists, notwithstanding the provisions set out by the space's management body. Their effect on the Natura 2000 Network will also have to be assessed.

Measures in the management plans

Two measures have been proposed: PB1 and PB2 (see section V.1).

IV.3.2. Priority-use areas for the extraction of aggregates for coastal protection

The areas identified in this category contain **strategic sand deposits**, extraction of which may be necessary for coastal protection measures, including combating climate change.

Management of the uses and activities within the areas:

- a) Infrastructure shall not be installed that entails placement or anchoring of materials on the seabed within the space occupied by these priority-use areas.
- b) Material dredged in these areas will not be dumped
- c) The presence or co-existence of other uses and activities that may be affected by a possible extraction of material to be added to beaches shall not entail any right to compensation.

Criteria:

The procedures for environmental assessment of plans and projects analyse the impact of aggregate extraction projects in these areas.

In general, the deposits to be exploited shall be selected by following the criteria associated with the technical and location characteristics that make each deposit most suitable, from among the deposits for which there is a detailed study and/or Environmental Impact Declaration, also taking into account this suitability in terms of the destination areas where the materials would be located.

Among these criteria, the following shall be taken into account, related to the interaction with other uses and activities present in the area:

- a) Priority shall be given to deposits that are outside priority-use areas for the protection of biodiversity
- b) If they are within protected marine spaces, efforts shall be made to ensure that the extraction of these aggregates does not put at risk (or is not liable to put at risk) the values according to which the protected space was declared.
- c) Efforts shall be made to minimise the impact on fishing and shell fishing areas, and aquaculture areas in the area

All this notwithstanding the findings and conditions set out in the environmental impact study of each project.

Measures in the management plans

Two measures have been proposed: EAI and EAI2 (see section V.1).

IV.3.3. Priority-use areas for protection of cultural heritage

The areas identified with this category contain two types of areas:

- a) **Cultural heritage sites**, or some other type of especially important underwater cultural heritage.
- b) **Landscape protection areas around elements of cultural interest located on the coast**. The areas identified in this category include marine waters near coastal elements that have been declared of cultural interest, and in which the need to protect the landscape in the surrounding area have been identified. The identification of these areas and the grounds for their definition can be read in the land-sea interactions section

Management of uses and activities within the priority-use areas for the protection of cultural heritage:

Besides possible regulations of uses and activities that have already been set out in the declaration of each site of cultural interest, in general it is provided that:

With respect to type a) areas, Cultural heritage sites, or some other type of elements of underwater cultural heritage worth mentioning:

- a) Unregulated free anchoring of nautical-recreational vessels involving laying anchors or any other type of anchoring device on the seabed shall be avoided within priority-use areas for protection of the underwater cultural heritage.
- b) Infrastructure shall not be installed that entails placement or anchoring of materials on the seabed within the underwater cultural heritage protection space.
- c) Material dredged in these areas will not be dumped.

With respect to type b) areas, Landscape protection areas around elements of cultural interest located on the coast.

- d) Prior to the installation of any infrastructure within these areas of priority use for landscape protection, the authorities must consult the government agency responsible for cultural heritage about the impact on the landscape in these areas.

Criteria:

The environmental assessment procedures for plans and projects analyse the impact on cultural heritage within the relevant environmental impact study.

In general, including activities not subject to environmental assessment, the authorities shall not authorise any activity that puts the protection of this heritage at risk.

IV.3.4. Priority-use areas for research and development (R&D)

The areas identified with this category are used for research and development activities. They have been granted a Maritime-Land Public Domain certificate of occupancy, specifically a Reserve (in the case of PLOCAN) or a concession (BIMEP).

The uses and activities permitted and restricted in those areas are set out in the relevant maritime-land public domain certificate of occupancy. POEMs therefore do not provide for any further measures to manage uses and activities in those areas.

IV.3.5. Priority-use areas for National Defence

The areas identified with this category comprise the areas used for National Defence activities in amphibious, underwater and surface military exercises.

Management of the uses and activities within the areas:

Military activities in these areas are usually time-bound, and it is duly notified to other possible sea users according to the prior warning and means set out in current regulations. Military exercises therefore usually co-exist with the other uses and activities in the marine environment.

POEMs therefore do not establish any further measures to manage uses and activities in those areas. Only management provisions related to offshore infrastructure used for marine wind energy are set out:

- a) In general, offshore wind energy infrastructure is not installed in these National Defence priority-use areas (including the four types of military exercise areas). This management is implicit in the POEMs themselves, since priority-use areas or high-potential areas for offshore wind energy have not been proposed within these priority-use areas for National Defence. This installation shall only be permitted in exercise areas used by the Min. of Defence that overlap with a high-potential area (NOR8) in the North Atlantic MD.

Criteria:

- a) The Ministry of Defence shall, as far as possible, take into account the biodiversity conservation priority-use areas, and areas that are high-potential because of their value for cetaceans, when carrying out underwater or surface

military exercises, in order to limit as far as possible the impact on this infrastructure, due to either underwater noise or collisions.

- b) The Ministry of Defence shall, as far as possible, take into account the biodiversity conservation priority-use areas, and areas that are high-potential because of their value for seabirds, when carrying out aerial military exercises, in order to limit as far as possible the impact on this fauna.

IV.3.6. Priority-use areas for navigation

The areas identified with this category are those that have been officially declared traffic devices, specifically the namely traffic channels, buffer zones and precaution zones. This term does not include coastal navigation areas.

Management of uses and activities within the priority-use areas for navigation:

Management and regulation of the uses and activities in these areas is regulated by the International Maritime Organization (IMO). This existing management may be seen in section 2.2.6 of Block III-Diagnosis.

POEMs therefore do not establish any further measures to manage uses and activities in those areas. Only management provisions related to offshore infrastructure used for marine wind energy are set out:

- a) Offshore infrastructure, and in particular those concerned with offshore wind energy in these priority-use areas for navigation, shall not be installed. This management is implicit in the POEMs themselves, since priority-use areas or high-potential areas for offshore wind energy have not been proposed within these priority-use areas for navigation.

IV.3.7. Priority-use areas for offshore wind energy

The areas identified with this category have been fixed to prioritise the possible roll-out of infrastructure for exploiting **commercial offshore wind energy**, notwithstanding the fact that such projects may include hybrids with other offshore renewable technologies.

The priority-use areas for offshore wind energy (ZUPER) are those areas where they have a series of characteristics including suitability of resources, bathymetry and proximity to areas with appropriate infrastructure for energy evacuation. They also meet the criteria imposed for marine biodiversity, as well as the criteria of not overlapping with other priority-use areas, not impeding navigation or the approach to ports, not interfering with aeronautical easements and, as far as possible, having limited interaction with fishing and aquaculture activities.

The methodology used for to define priority-use areas for marine renewable energy is based on the best information currently available, and adapted to conform to the parameters considered most suitable for commercial exploitation according to the management criteria and the state of the art while these POEMs remain in force. Therefore, the aforementioned criteria used to define the areas may change due to the advancement of basic scientific information because of the development of technology.

Management of the uses and activities within the areas

- a) The authorities shall ensure that they do not authorise any activity involving permanent occupation of space that could put at risk the development and implementation of marine renewable energy facilities.
- b) Competitive tender mechanisms for the development of offshore wind energy, promoted by the competent administration, shall be undertaken primarily in these priority areas. Such mechanisms may incorporate elements that make the development of other offshore renewable energies compatible in these areas, for synergy and efficiency reasons in the occupation of the maritime space.
- c) Once the area has been occupied by renewable energy infrastructure, other use and activity management measures necessary for the proper development of the priority use may be established.
- d) The human uses and activities adjacent to these areas, in particularly those located within priority-use areas for offshore wind and the coast shall facilitate the passages of the power evacuation lines (cabling and possible substations) that it may be necessary to implement to connect the offshore windfarm with the land. In particular, during the processing of the evacuation power line, in the case of a negative report, its unfeasibility should be explained and a feasible alternative given at the same time.

Criteria:

Besides what is set out in the previous section, and solely in order to facilitate the roll-out of the marine renewable energies for commercial operation, as well as to guarantee that they are compatible with the rest of the human uses and activities, the following criteria are established, notwithstanding what may be set out during the environmental assessment process for each project:

- a) The commercial offshore windfarms that are rolled out in said areas **shall occupy the least space possible**, notwithstanding the production targets set in the projects and the distances between the wind turbines that must be respected for safety and to prevent operational interference between the machines, which shortens their lifespan.
- b) The projects shall be rolled out, within each ZUPER, in areas where an *ad hoc* prospective analysis has shown a lesser impact on the **seabird communities** occupying that space.

- c) Despite areas having been sought that do not interfere with aerial easements within the criteria for defining the priority-use areas, even so, the commercial offshore windfarms that are rolled out must conform to the conditions required by the air authorities.
- d) Efforts shall be made to identify, wherever possible, those **fishing arts that could co-exist with the commercial windfarm** or with other renewable energies that may be implemented and, in those cases, to facilitate such co-existence on the part of the developer.
- e) Efforts shall be made to identify, wherever possible, those **forms of aquaculture that could co-exist with the commercial windfarm** or with other renewable energies that may be implemented and, in those cases, to facilitate such co-existence on the part of the developer.⁴
- f) Efforts shall be made to identify the types of **vessels that could sail** within the commercial area, and in those cases facilitate such a possibility.
- g) When offshore windfarms are rolled out within each area, especially in ZUPERs with a larger area, and where they are arranged in parallel to the coast, the ZUPERs must be given the **permeability** necessary to guarantee transit of the vessels, especially the fishing fleet that goes out to fish from various points on the coast⁵. If necessary, transit lanes in addition to those already planned due to the arrangement of the ZUPER polygons shall be established. These transit lanes shall be especially necessary in the ESAL4 and LEBA1 polygons (both areas are categorised as “high-potential”).
- h) The **evacuation routes for the electrical power** generated by the activity to the land shall be designed according to the following criteria, among others:
- The least available marine space shall be occupied.
 - Efforts shall be made to use, if they exist, pre-existing cabling routes or other infrastructure on the seabed.
 - A bionomic characterisation of the area that would be crossed shall be undertaken to avoid affects habitats of community interest or other vulnerable and/or protected benthic habitats.
 - The evacuation route shall also avoid affecting priority-use areas for the protection of underwater cultural heritage, or other areas containing evidence of the presence of cultural heritage elements.
 - Areas that are important for small-scale fisheries and aquaculture shall be avoided as far as possible.
 - Bearing in mind the foregoing, work shall be done in conjunction with the affected departments to ensure there is a viable route that allows the

⁴Although ZUPERs are currently not located in any of the high-potential areas for aquaculture, it is known that these two uses of the marine environment can co-exist, and they could be rolled out jointly in the near future if appropriate technology exist.

⁵ Although the ZUPERs have been defined so as to avoid obstructing commonly used shipping lane and the port access lanes; special attention must be paid to larger polygons arranged in parallel to the coast.

evacuation of electrical power from the facilities located in the surrounding area.

In addition to the foregoing, the constraints and criteria set out in the Strategic environmental declaration of the National Integrated Energy and Climate Plan 2021-2030, published by a Resolution of 30 December 2020, of the Directorate-General of Quality and Environmental Assessment (BOE 11 January 2021), shall be taken into account

IV.4. HIGH-POTENTIAL AREAS FOR DIFFERENT USES

As indicated above, having guaranteed the conditions facilitating the general-interest uses and activities, the plans pay special attention to certain sectoral activities, or also general-interest ones, which are expected to be carried out in the future, and in which it is also necessary to identify the most suitable space for carrying them out, all in order to promote the sustainable development of maritime sectors.

IV.4.1. High-potential areas for biodiversity conservation

The areas identified with this category are considered because of their high value for protecting biodiversity, due to the presence of high-value habitats and/or species for conservation, and which are not currently included in any protection system.

High-potential areas for biodiversity are those identified as high-potential for benthic habitats, high-value areas for birds and cetaceans, high-value areas for species of community interest and high-value areas for cetaceans.

Management of the uses and activities within the areas

The authorities shall take into account the conservation value of these areas when authorising any activity.

Criteria:

In the context of the environmental assessment of projects, plans and programmes, it must be considered that they are high-potential areas for biodiversity conservation and it is therefore necessary adequately to analyse the impact of the uses and activities for which they are used.

IV.4.2. High-potential areas for research and development (R&D)

The areas identified with this category have been proposed by various departments of the regions or public bodies, such that they are identified as potential areas for research and development of marine renewable technologies, to be carried out during the period during which the POEMs are applied.

Carrying out R&D activities in these areas shall be subject to a public authority or consortium of public authorities assuming the coordination and authorisation of such actions, and process the corresponding DPMT certificate of occupancy. All this notwithstanding the fact they shall have to comply with the sectoral and environmental regulations applicable to their implementation.

Management of the uses and activities within areas with high R&D potential:

- a) In general, and wherever possible, activities related to carrying out tests and experimentation on infrastructure, be they renewable energies, both wind and other marine energy, or on some other type of facilities, shall be carried out preferentially in the R&D priority-use areas (section IV.3.4), or in the areas identified in this section as high-potential for R&D. This is notwithstanding the complementary use of the port waters, which are not within the scope of these plans, when the port authorities deem it appropriate within the scope of their responsibilities
- b) The authorities proposing such high-potential areas shall take the steps necessary for appropriate roll-out of R&D, including obtaining the appropriate maritime-land public domain certificate of occupancy guaranteeing use of this maritime space for such purposes.
- c) When said DPMT certificate of occupancy is made, the area may be considered priority-use for R&D and the criteria and conditions set out in section IV.3.4 of this plan may be applied to it.

Criteria:

- a) When possible, efforts shall be made to ensure experimentation with marine renewable technologies can be combined with R&D concerning other sectors, such as aquaculture or the environment, while observing the terms of the concessions or permits granted
- b) The electrical power evacuation lines that are to be installed must follow the same criteria as those set out for the priority-use areas for offshore wind energy.

Measures

The ZAPID1 measure is implemented (see section V.1).

IV.4.3. High-potential areas for port activity

The areas identified with this category are of two types:

- a) High-potential areas for the **expansion of port service waters**. They have been defined by the port authorities due to having suitable characteristics to be able to host an expansion of the port service waters, where that need has been detected. These areas have been identified in those ports where a possible need for expansion is foreseen.
- b) **The dredged material dumping points** must also be consider high-potential areas for port activity.

Management of the uses and activities within the areas:

While the POEMs remain valid, efforts shall be made to ensure that the concession for the installation of new infrastructure whose purpose is other than port activity, within the high-potential areas for port activity, does not negatively affect the potential for port activity in those areas. However, this does not affect the infrastructure or occupancy rights in the maritime-land public domain that may already exist in such areas.

It should be noted that the possible designation of new areas to the port service areas need not entail the exclusion of other activities in those areas; co-existence can be maintained. Notwithstanding the conditions for authorising said other port activities would be linked to their compatibility with the safety conditions linked to sailing and anchoring the vessels that must be guaranteed to allow for proper conditions for operating ports

Criteria:

- a) With respect to **expansions of port service areas:**
 - i. The expansions to port service areas must be done according to the relevant process set out in the Consolidated Text of the National Ports and Merchant Navy Law or, where appropriate, the Law on Coasts and its Regulations, always optimising for the least occupancy of the DPMT.
 - ii. Said expansions must be set out in the relevant port planning document.
 - iii. The expansion that is adopted in the end must seek to avoid impacting pre-existing aquaculture facilities, declared Areas of interest for marine cultivation, and declared mollusc production Areas.
 - iv. If the proposed area overlaps with a priority-use area for biodiversity protection, efforts shall be made to occupy as little as possible of the protected marine space in question, and shall require a mandatory and binding report from the management body responsible for that space.
 - v. In the relevant procedure for expanding the port services area, it shall be necessary to consider and taken into account the presence of other pre-existing uses and activities in the area, apart from those already set out in the foregoing criteria (for example, fishing, tourism and recreational activities, artificial reefs and underwater cultural heritage, etc.). Thus, efforts shall be made to minimise the impact on such uses, also seeking co-existence or synergy between them and the potential expansion of port service waters.
 - vi. The port service areas shall preferably be expanded in the areas set out in this plan. However, should other needs be detected, or if, during the processing of the application itself, other, more appropriate options shall be determined; other expansion areas may be proposed, which would be subject to the port service area, according to the TRLPMM and the Law on Coasts.

b) With respect to **dredged material dumping points**:

Dumping of material from port dredging, which must be dumped in the marine environment located outside the port service waters with prior authorisation from the Maritime Authority and in accordance with Law 41/2010, of 29 December, on protection of the marine environment, must be done according to the following general principles:

- i. It shall be demonstrated that it is not possible to make productive use of the dredged material, with placement on beaches being the preferred productive use, as long as they meet the criteria for their environmental acceptability.
- ii. It shall be dumped preferably at the points identified as high-potential areas for port activity.
- iii. A proposal for a new dumping area, where such is taken to be one where no prior dumping has taken place, must be accompanied by the corresponding supporting report and analysis of activities.
- iv. In the case of “points to be studied”, the port must submit an analysis of alternatives that located a more optimal place or demonstrates that the location of the “point to be studied” is the most optimal, from the economic, environmental point of view and that of interaction with other uses, activities and interests. As a result of this study of alternatives, the management plans may, in their successive updated, confirm said point as a new high-potential area for port activity.

Measures

Three measures have been proposed: AP1, AP2 and AP3 (see section V.1)

IV.4.4. High-potential areas for developing offshore wind energy.

The areas identified with this category have been fixed due to their being highly suitable for roll-out of infrastructure for exploiting **commercial offshore wind energy**, notwithstanding the fact that such projects may include hybrids with other offshore renewable technologies.

High-potential areas for offshore wind energy (ZAPERS) meet the same technical criteria as the priority-use areas in the previous section.

From the point of view of interactions with sailing and port activity, the high-potential areas for offshore wind energy also conform to the sailing safety criteria implemented for priority-use areas:

However, in these high-potential areas, interactions have indeed been detected with certain priority-use areas, or high-potential areas, or with other uses of the space that must be considered in detail at the project level.

All those use- activity-management provisions as well as the criteria implemented for the priority-use areas for offshore wind energy are also applicable to these high-potential areas.

Since these areas see a greater number of interactions with other uses, activities and interests, it is to be expected that, during the project authorisation process, including their environmental assessment, more requirements shall be implemented to guarantee the compatibility of these facilities with other uses and activities, as well as their environmental sustainability. Special attention shall be paid to those areas that show overlaps with some kind of aeronautical easement.

IV.4.5. High-potential areas for marine aquaculture

The areas identified with this category are considered due to their high potential for developing aquaculture facilities. They comprise those areas provided by the regional authorities, through JACUMAR, in the Proposal for spatial planning of aquaculture

These are:

- Potential areas
- Potential areas subject to conditions
- Preferential areas
- Preferential areas subject to conditions
- Areas of interest declared by the various Regions. (Areas of aquaculture interest (ZIA) and Areas of interest for marine cultivation (ZICM)).

It is notable that within these areas there are existing aquaculture facilities; likewise, there are other aquaculture operations located outside the ZAPACs.

The existing aquaculture uses are safeguarded in the conditions according to which they were authorised or declared. Therefore, the POEMs do not provide any further regulation or condition covering the aquaculture facilities present (whether they are within or outside the ZAPAC areas), and the provision of this section exclusively affects the possible development of future aquaculture facilities.

Management of the uses and activities within areas with high aquaculture potential:

Due to these areas being suitable for developing marine aquaculture, efforts shall be made to ensure the future development of the sector is aimed primarily of such spaces. However, this does not limit the development of aquaculture facilities outside the areas established herein, as long as these other possible locations are considered according to the rest of the criteria and conditions set out in the plans. Therefore:

- Developers of aquaculture activity shall, as far as possible, locate their possible projects for future marine aquaculture facilities within the areas established as ZAPACs.
- In the same way, the authorities responsible for aquaculture shall, as far as possible, grant the authorisations for future marine aquaculture facilities within the areas established as ZAPACs.

Criteria:

- In high-potential areas for aquaculture that overlap with priority-use areas for biodiversity protection, efforts shall be made to ensure that the facilities do not put at risk the conservation values for which the protected marine space was declared, and to comply with the provisions of the corresponding plan for managing that space.
- In high-potential areas for aquaculture that overlap with **high-potential areas for biodiversity conservation**, efforts shall be made to ensure that the facilities do not put the conservation values at risk.
 - i. When they are valuable areas for seabirds, possible synergies shall be studied and efforts shall be made to ensure both uses can co-exist.
 - ii. When they are areas containing species of community interest, the aquaculture shall be developed by considering the necessary limitation to ensure their conservation.
 - iii. When they are areas containing habitats of community interest, efforts shall be made, as far as possible, and according to the best available information, to avoid locating the new facilities in those habitats; establishing protection or mitigation areas for phanerogams - *Posidonia oceanica*; mixed *Cymodocea-Caulerpa* meadows; algae; maerl beds; suspensivorous organisms and communities on walls.
- When high-potential areas for aquaculture overlap with priority-use areas for National defence, efforts shall be made to ensure the facilities are not located in the areas where the manoeuvres and military exercises take place.
- In high-potential areas for aquaculture that overlap with priority-use areas for protecting underwater cultural heritage, efforts shall be made to ensure the facilities cause no impact on the underwater cultural heritage, and to that end appropriate safety distances and preventative measure shall be put in place.
- In high-potential areas for aquaculture that overlap with priority-use areas for landscape protection around elements of cultural interest located on the coast, aquaculture shall be developed by taking into account appropriately-defined landscape integration parameters.
- The authorities shall, during the authorisation process, take into account the load capacity of the marine environment that is to host the facilities for which authorisation has been requested, integrating into the environmental assessment procedure the cumulative impact all of the facilities in the high-potential areas.

- In the case of ZAPACs that overlap with priority-use areas for the extraction of aggregates, the authorities shall prioritise the authorisation of the aquaculture facilities outside these ZUPEAs, or where appropriate they shall be developed taking into account appropriate safety distances and preventative measures. In any case, a report shall be received from the Directorate-General of the Coast and the Sea about the possible impact on the aforementioned aggregate deposits.

Measures

The measures AC1, AC2 and AC3 (see section V.1) have been proposed.

V. APPLICATION, ASSESSMENT AND MONITORING OF THE PLANS

The maritime spatial management plans shall take effect by applying the use- and activity-management provisions, as well as the criteria set out in detail in block IV. It is hoped that the joint implementation of these management provisions, the criteria and the proposed measures shall make it easier to achieve the objectives set in the management plans.

Lastly, the plans have a monitoring programme. This programme was designed to detect the evolution of the various human uses and activities in the marine environment, the effectiveness possible shortcomings of the plan that are becoming apparent, and thus to facilitate adaptive management and guide the steps towards the review of and update to the plan planned for 2027.

V.1. MEASURES IN THE MARITIME SPATIAL MANAGEMENT PLANS

During the design of the plans, a series of measures of measures were detected that must be tackled while the plans remain valid, to improve the management of the uses and activities. Some measures have been proposed by various agents and authorities during the coordination and participation process. Others are borne of the needs identified, such as better gathering of baseline information, more granular management and improved governance.

The **marine strategy measure programmes** are currently being developed as part of their second phase (2018-2024). The proposal for programmes of measures must be ready by 31 December 2021. The work to prepare the POEMs is being done in coordination with this update, and it is to be expected that some of the measures included in the POEMs shall form part of the marine strategic measure programmes. Moreover, **the preparation of the POEMs as a whole constitutes in itself a marine strategy measure**, since according to article 4.2 of Law 41/2010, of 29 December, on

protection of the marine environment, the management of the activities in the environment must contribute to guaranteeing that the marine strategies' objectives are coherent.

Table 3. Measures proposed in the POEMs

Measure	Management objectives it affects	Responsible authority ⁶
OEM1: Spatial analysis of cumulative pressures derived from the spatial concentration of certain uses and activities	It shall contribute, directly or indirectly, to all the objectives set in the POEMs, and especially objective MA.5.	Directorate-General of the Coast and the Sea (DGCM).
OEM2: Prospective study and socioeconomic characterisation of the various sectors of the Spanish blue economy	It shall contribute, directly or indirectly, to all the objectives set in the POEMs, and especially the sectoral objectives	DGCM
OEM3: Definition and incorporation into the POEMs of the set of elements that make up the marine green infrastructure	MA.1, MA.2, MA.3, MA.4, MA.5, MA.6, MA.7, MA.8, H.1, H.2, H.3, H.4, H.5, H.6, H.7, H.8, H.9, A.1, A.2, P.1, P.2, P.3, HC.2, R.1, C.2, N.2, AP.5.	Directorate-General of Biodiversity, Forests and Desertification (DGCM) and DGCM.
OEM4: Preparation of the pleasure craft anchoring management plans	MA.2, MA.3, MA.4, MA.5, MA.6, MA.7, SA.1, CA.1, CA.3, V.2, CU.1, H.1, H.2, H.3, H.4, H.5, H.6, H.7, H.8, H.9, P.1, HC.1, C.1, N.1, AP.3, TR.1, TR.2, TR.3	DGCM and authorities included within the <i>ad hoc</i> group covering nautical-recreational activities created within the scope of the maritime space management process.
OEM5: Creation of working groups to tackle management matters with appropriate detail and scale	It shall contribute, directly or indirectly, to all the objectives set in the POEMs, and especially objectives H.6 and H.7.	DGCM
OEM6: Preparation of a national maritime strategy / blue growth strategy	This measure could contribute, directly or indirectly, to all the POEMs' objectives, and especially the sectoral objectives.	DGCM, in coordination with the central government authorities and the CCAAs responsible for the matter
OEM7: Preparation of a strategy for the participation and involvement of the stakeholders	This measure may contribute to all the objectives, directly or indirectly, and directly especially to objectives H7 and H8.	DGCM
OEM8: Creation of a website/app related to uses of the sea	This measure may contribute to all the objectives, both general-interest and multi-sector and sector horizontal ones. It shall	DGCM

⁶That administrative unit shall lead the develop of a measure in question, with the necessary of the cooperation of other authorities involved.

Measure	Management objectives it affects	Responsible authority ⁶
	contribute especially to objectives H7, H8 and H9.	
ITM1: National Strategic Plan for the Protection of the Spanish Coast considering the Effects of Climate Change	MA.5, MA.6, MA7, MA.7, H.5	DGCM
ITM2: Update to the analysis of vulnerability of the coast in the Shore Plan	MA.5, MA.6, SA.1, CA.1, CA.3, V.2, CU.1, H.1, H.5, H.6, H.7, H.8, H.9, TR.1, TR.2.	DGCM
PB1: identification of new proposals for declarations of protected marine spaces	MA.1, MA.2, MA.3, MA.4, MA.5, H.2, H.5, H.6, H.7, H.8, H.9, A.1, A.2, P.2, P.3, HC.2, R.1, C.2, N.2, TR.2.	DGBBD and CCAA
PB2: Approval and developer of the Master Plan for the Network of Protected Marine Spaces in Spain (RAMPE)	MA.1, MA.2, MA.3, MA.4, MA.5, H.2, H.5, H.6, H.7, H.8, H.9, A.1, A.2, P.2, P.3, HC.2, R.1, C.2, N.2, TR.2.	DGBBD
EA1: Declaration of DPMT Reserve, if appropriate, of deposits considered strategic for their contribution to beaches	MA.5, MA.6, MA.7, MA.8, H.1, H.5, H.9	DGCM
EA2: Expansion of geophysical studies and deposit characterisation studies	MA.5, MA.6, MA.7, MA.8, H.2, H.3, H.5, H.8, H.9.	DGCM
ZAPID-1: Identification of potential new R&D areas	I.1, H.1, H.2, H.3, H.4, H.6, H.7, H.8, H.9.	Ministry of Science and Innovation, MITERD, National Ports and the CCAA.
AP1: Individualised analysis of dredged material dumping points identified as “to study”.	MA.2, MA.4, MA.5, MA.6, MA.7, MA.8, SA.1, CA.1, CA.3, CU.1, H.1, H.3, P.1, AP.4 y AP.5.	Port authorities and regional port administration
AP2: Analysis of possible proposals for new dredged material dumping points.	MA.2, MA.4, MA.5, MA.6, MA.7, MA.8, SA.1, CA.1, CA.3, CU.1, H.1, H.3, P.1, AP.4 y AP.5.	Port authorities and regional port administration
AP3: Creation of a database on use of the marine-land public domain for port activity, maritime, nautical-recreational or fishing activity.	MA.6, MA.7, MA.8, H.6, H.9, AP.1, AP.2, AP.3, AP.4, AP.5.	DGCM
AC1: Declaration of Areas of Interest.	A.1, A.2, A.3.	Regions
AC2: Preparation of management plans for the Areas of interest declared (ZIA and ZICM).	A.1, A.2, A.3.	Regions
AC3: Actions related to spatial planning in the framework of the Strategy for sustainable development of aquaculture 2021-2030.	MA.5, H.1, H.2, H.3, H.5, H.5, H.6, H.8, H.9, A.1, A.2, A.3.	DGOPA and CCAA

V.2. STRATEGIC ENVIRONMENTAL ASSESSMENT

Law 21/2013, of 9 December, on environmental assessment, establishes the Environmental Assessment as the main instrument to include environmental considerations into the process of preparing and adopting plans and programmes. Therefore, the five maritime spatial management must be subjected to a process of strategic environmental assessment. The maritime spatial management must be subjected to a process of strategic environmental assessment.

V.3. MONITORING OF THE MANAGEMENT PLANS

POEMs, like any other planning tool, must be subject to periodic monitoring such that it is possible to assess their effectiveness, as well as to detect possible changes in the context (geographical-environmental or socioeconomic) where they are applied, which may require them to be adapted or revised.

To do so, a programme has been prepared to monitor the plan, which shall benefit from the best information from different sources and planning tools, information with which a series of indicators specific to the plan shall be drawn up.

Spain's marine strategies have designed and implemented a series of monitoring programmes, which were recently updated during the 2nd phase (2019). These monitoring programmes shall provide the information needed to update the diagnosis, which shall be required in the management plans, along with the update to the environmental status assessment of the marine environment, which shall be carried out within the 3rd phase of marine strategies (2024-2030).

The management of the POEMs shall be assessed with a series of associated indicators. These indicators must provide information about the effectiveness of the plans, the extent to which that objective has been met and, if possible, also about the obstacles associated with failing to achieve them.

RD 363/2017, of 8 April, provides in article 12 that *“Once the maritime spatial management plans have been approved, each affected Department, in the framework of its competences, will prepare an annual report about the application of these plans, which shall be sent to the Directorate-General of Sustainability of the Coast and the Sea. The Directorate-General of the Coast and the Sea shall assess the content of the reports and, annually, shall send an analysis of them to the Interministerial Commission on Marine Strategies. The Interministerial Commission on Marine Strategies shall ensure the application and coordinated management of the maritime spatial management plans and their updated”*.