



Integrating policies and practices

A new Protocol?

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The trouble with ICZM.....

- Implementation of ICZM has been *ad hoc*
- Many actors have trouble defining ICZM
- The ICZM Principles have little meaning unless applied to an issue – identifying common priorities is a significant barrier
- Most examples of successful ICZM are local in scale

The trouble with ICZM.....

But....

- EU Maritime Policy
- Water Framework and Marine Strategy Directives
- TENs transport networks
- EU energy security

.....we have to take an
integrated approach

On the Maritime Agenda:

- European Maritime Transport Space
- European Strategy for Maritime Research
- Strategy to mitigate the effects of climate change in coastal regions
- Reduction of CO₂ emissions and pollution by shipping
- Elimination of pirate fishing and destructive high seas bottom trawling
- A European network of maritime clusters
- A review of EU labour law issues for shipping and fisheries

A unique opportunity....

Across Europe States are moving towards systems of marine planning

Will these systems be:

- Extensions of terrestrial planning?
- New and entirely separate systems, not integrated with land?
- Systems designed to fit closely with existing spatial planning?

Integrated territorial planning

Land-based spatial
planning

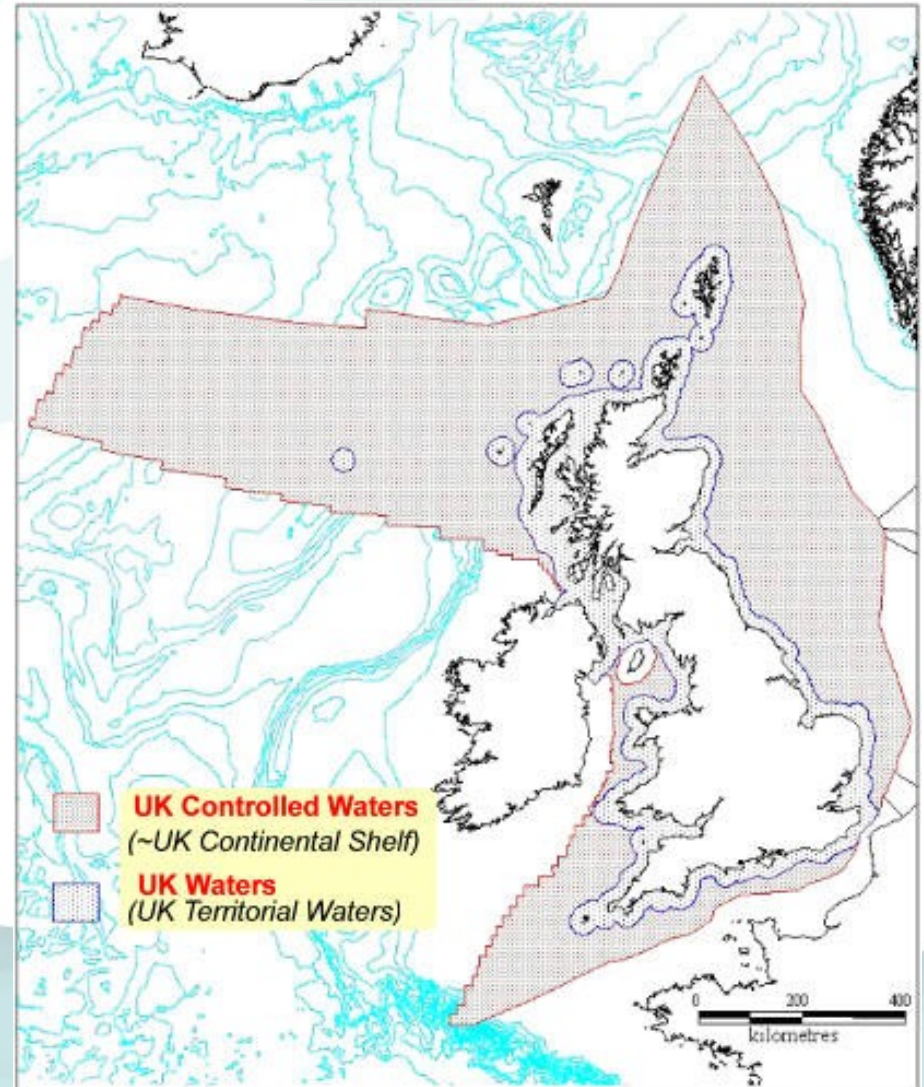
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Marine spatial planning

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INTEGRATED TERRITORIAL
PLANNING

With ICZM as the integrating
process?



Finding a focus.....

three key priorities for integration

1. Structures for convergence
2. Embedding them in the mainstream processes of governance and operational management
3. Identify short/medium term priorities for action
(that don't rely on further convergence)

1. Structures for convergence (1)

Purpose Enable convergence of policy over time

Why? Different plan making cycles.
 Considerable inertia in the system

What plans? **Statutory:** land use/spatial (local/Region),
 River Basin Management Plans, marine plans

Who? Structures should be constructed from a holistic
 perspective and involve all actors

1. Structures for convergence (2)

A UK example.....

- with all these policy connections 'to have regard' is not good enough
- how can we join up marine planning and terrestrial planning?



1. Structures for convergence (3)

Structures can be:

- **procedures** e.g. a prescriptive process, or
- **bodies** e.g. a committee, a Board ?

Procedures might include:

- new policy-making tools
- Implementing use of coastal indicators AND targets
- A duty

Bodies might include:

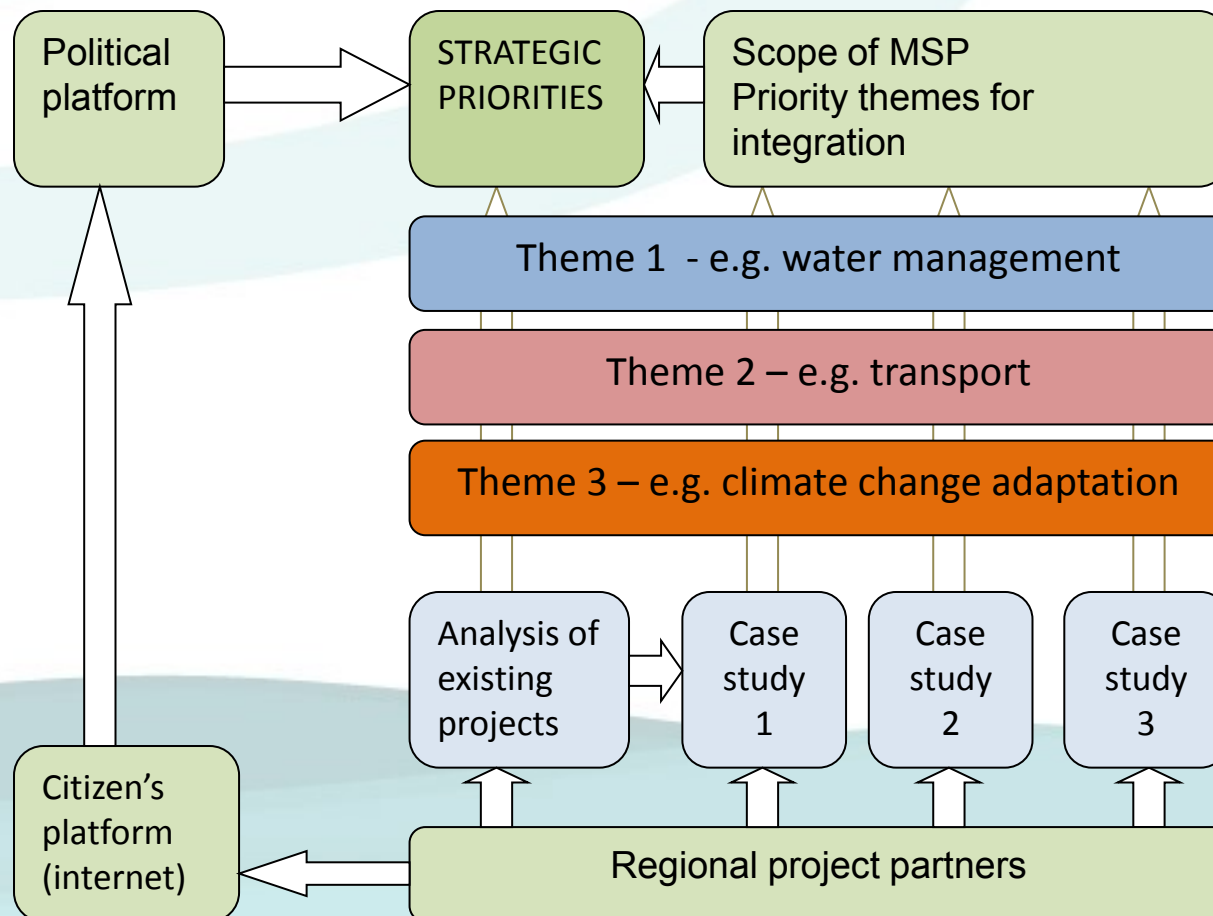
- Planning Inspectorate?
- Strengthened Coastal Partnerships
- 'Regional Maritime Boards'

2. Influencing the mainstream

- **Target statutory processes** – Regional and Local Plans, Transport Plans, Minerals Plans, Marine Plans, River Basin Management Plans
 - Example: East of England Coastal Initiative
- don't forget the **individual** approach: training, advice services – users and technocrats should have an awareness of underlying factors in coastal areas
 - Example: COREPOINT ; Jaywick
- procedures or bodies should **feed directly and formally** into mainstream processes, e.g. CoastNet recommendations, North West Wales
- **strong drivers** are essential to sustain the process, eg Haven Gateway
- Does this require a **Directive?**

'New Wave'

A project proposal for Interreg North Sea Programme



Project results....

- **thematic analysis** of case studies and past and current North Sea Programme Interreg projects.
- Themes will be selected that represent important management themes at a **North Sea Scale** and which span land and sea. For example:
 - Water management, transport, adaptation to climate change (including energy generation).
- Establishment of a **Political Platform** for the North Sea **for priority-setting**
- guidance on the **scope of Marine Spatial Planning** at North Sea Scale and priorities for integrated management.