



Maritime Spatial Planning Country Profile

Slovenia

Contacts

MSP in general

Lenča Humerca Šolar

Ministry of the Environment and Spatial Planning
Dunajska 48, SI - 1001 Ljubljana, Slovenia
E-mail: <mailto:lenca.humerca-solar@gov.si>
Phone: + 386 1 478 7032
Website: <http://www.mop.gov.si/en/>

Valentina Lavrenčič

Ministry of the Environment and Spatial Planning
Dunajska 48, SI - 1001 Ljubljana, Slovenia
E-mail: valentina.lavrencic@gov.si
Phone: + 386 1 478 7019
Website: <http://www.mop.gov.si/en/>

Slavko Mezek

Regional Development Agency for South Primorska / Regional Development Centre Koper
Ul.15.maja 19, 6000 Koper, Slovenia
E-mail: info@rrc-kp.si, slavko.mezek@rrc-kp.si
Phone: +386 5 663 75 85
Website: www.rrc-kp.si

Disclaimer

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Background Information

Basic facts on Marine Waters



The illustrative map shown on the cover and on page 3 should not be interpreted as a legal representation of jurisdictional boundaries.

In 1975, the Osimo Agreement was concluded between Italy and Yugoslavia which determined the maritime boundary between the two states, among other formal divisions. After the dissolution of the common state, the Republic of Slovenia inherited this border.

The final delimitation of the territorial sea between Croatia and Slovenia is still pending. Following a procedural incident arising from the implementation of the Arbitration Convention of November 2009 (between Croatia, Slovenia and Yugoslavia) Croatia decided to terminate the Arbitration Convention. After Slovenia appealed to the Court of Justice of the European Union (CJEU), the CJEU ruled on 31 January 2020¹ that it was not competent to arbitrate the dispute between the two countries, and asked Croatia and Slovenia to reach an agreement in accordance with international law.

At present, marine jurisdictional areas are estimated as follows:

- Slovenia's internal waters: 46.3km²
- Slovenia's territorial sea: 166.9 km²

¹ Press release available here: <https://curia.europa.eu/jcms/upload/docs/application/pdf/2020-01/cp200009en.pdf>

Maritime Spatial Plan (MSP) authorities and legislation

General

Planning at national level

The MSP Directive is implemented in Slovenia through the framework of the Spatial Planning Act adopted in 2017 (OG no. 61/17 – ZUreP-2). A draft MSP (AP SPRS) was produced in early 2020. The contract for the Environmental Report has been signed and a public consultation on both documents took place during 2020-2021. The final [Pomorski prostorski plan Slovenije](#) (Maritime Spatial Plan of Slovenia) was adopted by the Government in July 2021. A decree on the Maritime Spatial Plan of Slovenia was issued on the basis of the fourth paragraph of Article 67 in relation to Article 73 of the Spatial Management Act (Official Gazette of the Republic of Slovenia, no. 61/17). Slovenia's MSP was translated into English and neighbouring countries have been informed (in accordance with the Article 6 of the ESPOO convention). Documents including the relevant decree, the texts and the maps [in English](#) are available (please open folder entitled "English").

Size of Planning Area

The territorial sea comprises 166.9 km² and the internal waters 64.3 km², giving a total of 213.2 km². The internal waters of the Republic of Slovenia are contained within Koper Bay, where the country's principal and only port is located, and within Piran Bay. Internal waters include all ports, bays, and the anchorage area of the Port of Koper. The territorial waters of the Republic of Slovenia are in the sea area that extends from the base line towards the open sea to the extents according to the international law or to the extents of the borderline defined by an international agreement.

National MSP authority

The Ministry of the Environment and Spatial Planning (Spatial Planning, Construction and Housing Directorate), is the competent authority for MSP.

Planning at regional level

Large administrative regions have not been established in Slovenia, but instead, the country is subdivided into 212 smaller municipalities. The 2017 Spatial Planning Act introduces a regional spatial plan, a strategic spatial planning document, in which the State and the Municipalities harmonise spatial development in the planning region and define its spatial development potentials. Thus, it is the task of each municipality to prepare its own Municipal Spatial Plan.

Regional MSP authority

There is no formal regional MSP authority in Slovenia.

Details on MSP in Slovenia

The obligations deriving from the MSP Directive in Slovenia were implemented in the framework of the Spatial Planning Act adopted in 2017 (OG no. 61/17 – ZUreP-2). No additional legislation was needed for the implementation of the MSP Directive as the existing legal framework (i.e., the Spatial Planning Act) enabled Slovenia to implement the MSP provisions. The Spatial Planning Act (2017) required the MSP to be prepared in line with the of the Action Programme for the implementation of the Slovenian Spatial Development Strategy at Sea (AP SPRS).

It should be noted that the Slovenian marine area has a limited extension, however it encompasses many activities (including both economic activities and natural protection). The funds for the MSP and the Environmental Report were provided for in the national budget of 2020, and Slovenia signed the contract for the MSP in September 2019.

Stakeholder participation

The Ministry of the Environment and Spatial Planning fully coordinated the preparation of Slovenia's MSP. The process included broad consultation involving stakeholders from the national (ministries and national public institutions) and local levels. Coastal local municipalities, the relevant economic actors of different sectors and business support organisations, universities and research institutions and NGOs (civil organisations) also participated in this process.

Sectors included in planning

During the preparation process of Slovenia's MSP all sectors responsible for maritime activities and uses determined with Directive 2014/89/EU of the European Parliament and of the Council establishing a framework for maritime spatial planning and integrated coastal management were included.

Relationship with coastal management

Slovenia does not have specific legislation for its coastal zone and coastal management. The coastal zone is planned (at national and municipal level) on the basis of national (terrestrial) spatial planning legislation. The only relevant act in this respect is the Spatial Planning Act adopted in 2017 (OG no. 61/17 – ZUreP-2). According to the Spatial Planning Act and Directive 2014/89/EU of the European Parliament and of the Council establishing a framework for maritime spatial planning and integrated coastal management the guidelines for coastal management will be included in Slovenia's MSP.

Relationship with marine protected area management

The protection of coastal and marine habitats and species is considered highly important in Slovenia, also with regard to the ecosystem services they provide to support certain economic activities, specifically coastal tourism and fisheries. Slovenia is making a significant effort to combine sustainable development with coastal and marine protection. 12 Natura 2000 marine sites, that is 9 Sites of Community Importance (SCI) and 3 Special Protection Areas (SPA), have been established in Slovenia, accounting for a total protected area at sea of 10.74 km² (European Environmental Agency, 2013 - Natura 2000 Barometer). Slovenia's MSP will be judged in accordance with the SEA directive. In the procedure for comprehensive environmental impact assessment, the effects of the plan will be evaluated on the basis of the environmental report. The procedure is conducted by the Ministry of the Environment and Spatial Planning.

Legal Status of Plan

Slovenia's MSP operates according to the Spatial Planning Act the Action Programme for the implementation of the Slovenian Spatial Development Strategy at sea. It is a concrete maritime plan, setting goals and guidelines for all maritime activities and uses at the sea and in the coastal zone. In the hierarchy of spatial documents, the MSP is regarded as an action programme for the implementation of the Spatial Development Strategy of Slovenia at sea and as such it is superior to implementation plans at national and regional/local levels.

Synthesis

The area is characterised by a high density of uses and great intensity of land-sea interactions since it is an urbanised coastal area and also one of the most important tourist destinations in the country.

The vision of MSP in Slovenia is, mainly due to the limited spatial possibilities and the presence of various interests, to ensure conditions for a long-term coexistence of all activities which, nonetheless, have to entirely comply with the requirements of nature and cultural heritage conservation, as well as synergies with all other stakeholders in the area.

History

Following the production of a draft MSP (AP SPRS) in early 2020, the contract for the Environmental Report was signed and public consultations on both documents took place during 2020-2021. Final adoption of MSP by the Government was completed in July 2021. The AP SPRS was adopted according to Articles 67 and 73 of the Spatial Planning Act.

In 2018 – 2019 Slovenia was part of the [MSP-LSI project](#) on Marine Spatial Planning and land-sea interactions. One of the project objectives was to define and operationalise consideration of land-sea interactions for the purpose of European Territorial Planning (including MSP and terrestrial planning). It provided recommendations on how to best manage LSI in MSP according to the MSP Directive, with regard to the specific characteristics of different marine and coastal regions, with the aim of delivering sustainable Blue Growth.

In 2016-2018, Slovenia started the [development of processes and procedures for integrated Maritime Spatial Planning](#), which is the methodological basis for MSP implementation in Slovenia. The purpose of the study was to define the content and contours of maritime spatial plans and design the monitoring scheme for MSP implementation. Besides defining the phases of the MSP process, the study highlighted the importance of stakeholder engagement as a cross-phase activity. Funded by the Slovenian Research Agency and the Ministry for Environment and Spatial Planning, this project has led to:

- The elaboration of a methodology for the MSP process, considering the national marine area and its continental hinterland as an intrinsically multi-functional landscape;
- The design of an MSP process considering integrated and participatory approach to the planning and management of the national marine area in accordance with the requirements of Directive 2014/89/EU;
- The promotion of the sustainable use of marine resources and sustainable growth of the maritime economy through the MSP process;

- The development and implementation of innovative contents, methods and processes of MSP adapted to the size and characteristics of the national marine area in Slovenia.

The new Spatial Development Strategy for 2050, whose ambition is to promote greater coherence of sectoral and spatial policies and reduce the negative effects of sectoral policies on spatial structures and spatial development, includes the component related to the sea and coast, and was elaborated through a broad consultation process, involving stakeholders from both national and local levels. The Maritime Spatial Plan has the form of an action programme of this hierarchically superordinate strategic document. On the basis of the legal, methodological and territorial frame, the maritime spatial plan provides inputs from hierarchically superordinate documents; analyses state, process, restriction and development needs; analyses already present and expected use conflicts; elaborates scenarios and a vision for future development for the area; and includes the environmental report related to the plan. The plan also contains implementation measures and guidelines for subordinate documents, as well as monitoring and evaluation issues.

Overview of MSP-related uses and issues

EUNETMAR (2014) identified the following sectors are being the largest marine/maritime sectors for Slovenia at this time, in order of importance: coastal tourism, fishing for human consumption, short sea shipping, deep sea shipping, shipbuilding and repair, and cruise tourism.

Short sea shipping

The sector has experienced considerable growth in the last few years and has performed very well despite the recent economic crisis. Total cargo throughput is expected to increase in the future. The port of Koper is amongst the most important ports in the Adriatic.

Coastal tourism

The largest, and the sixth fastest growing, maritime activity. The sector seems to have suffered more than others from the economic crisis but remains by far the most important maritime economic activity in the country. The Coastal Karst region experiences a concentration of tourism and related employment opportunities and economic development in the narrow coastal belt during the summer months. In the last few years, eco-tourism and cultural tourism have become increasingly important. The [Strategy for the sustainable growth of Slovenian tourism for 2017-2021](#) continues in this direction.

Deep-sea shipping

The fifth largest, and third fastest growing, maritime activity in Slovenia. It is also believed to be the fourth activity with the most potential. Albeit a different activity, its development shares many similarities with short-sea shipping, given that the port of Koper focuses its business on both.

Cruise tourism

It is perceived as a promising maritime activity for two main reasons. Firstly, there is an increasing trend in the number of ships visiting Koper as a port of call. Secondly, the development of the sector seems to be linked with the development of maritime transport in general and the port of Koper in particular. As this port is becoming increasingly important in terms of both goods and passenger traffic and is constantly improving its facilities, it is believed that cruise tourism will benefit from these factors.

Marine aquaculture

Due to limited space, marine aquaculture is not an important activity in the Slovenian economy, neither in terms of added value nor employment. However, a few signs suggest that there is some potential for marine aquaculture in Slovenia. The sector experienced a growth trend (especially regarding marine finfish production) during 2006-2010. Additionally, the National Strategic Plan for aquaculture development in the period 2014-2020 foresees further growth of sea fish and shellfish production.

Some Key findings / national or sub-national initiatives of the Maritime spatial plan of Slovenia are the following:

- in the Slovenian territorial sea, a number of activities are carried out which despite the diversity of their programmes are already largely coordinated with one another;
- visible disparities are evident between fishing activities and maritime transport (particularly in the area of traffic separation scheme), protection and development interests in the coastal zone (nature, tourism, transport, interests of local communities) and between specific seasonal nautical and tourism activities in the coastal zone (swimmers, navigation, anchoring);
- the Port of Koper is among the largest "space users" due to its anchorage area and different impacts on the environment; large cargo ships sail to the northern Italian ports of Trieste and Monfalcone through the Slovenian sea; future technological and business growth of the ports in the Northern Adriatic will lead to the expansion of maritime traffic and the resulting increase in the environmental impacts;

- there is a significant lack of space in the field of aquaculture, since all breeding fields at Debeli rtič, Strunjan and Seča are fully occupied;
- the interstate memorandum on traffic separation scheme is the most notable regulatory regime, the area of which covers approx. 50% of the entire Slovenian sea and thus implies limitations for other activities and uses (fishing, sports, etc.);
- research on underwater cultural heritage (UCH) is clearly insufficient; according to the official records of the Institute for the Protection of Cultural Heritage of Slovenia, there are 38 sites registered, but there are another 52 that have not been investigated and properly secured; underwater heritage is subjected to intense damage and destruction due to the shallowness of the Gulf of Trieste, large ships with deep drafts, frequent anchoring and bottom fishing;
- in the field of energy products (oil, gas and other energy sources) no activities and interests were identified; because of limited spatial possibilities, a wide range of users already present in the area and the potential possibilities, this industry is virtually infeasible, and it is environmentally questionable;
- among all recorded activities (and the related uses of marine land) many are historically linked to the marine environment; therefore, their presence in the area has a wider social significance (saltpans, shellfish farms, local harbours – culture, identity, tradition, tourism, etc.); during MSP preparation, it will be essential to ensure the conditions for their long-term viability and qualitative development;
- identification of the areas (interests of local communities) that can be governed and planned by local communities. It would be reasonable to determine the areas and modalities of spatial intervention in the coastal zone, where the local communities could independently intervene both in the coastal and marine areas. It is appropriate that the local communities can independently start the process of spatial documents preparation for the agreed locations and types of interventions (as defined in the legislation) and participate in the preparation of River Basin Management Plans.

Maritime Spatial Plans

Existing Maritime Spatial Plans

The Pomorski prostorski plan Slovenije (Maritime Spatial Plan of Slovenia) was adopted by the Government in July 2021.

The Slovenian plan is available here:

https://dokumenti-pis.mop.gov.si/javno/veljavni/PPP2192/1/English/MSP_Slovenia.pdf

Pilot plans or projects

Before the adoption of the Maritime Spatial Plan, spatial integration was considered through other plans and projects:

- The National Spatial Plan (NSP) for the integrated spatial development of the port for international traffic at Koper² has some MSP implications and is a legally binding document. The Port of Koper is situated in the Bay of Koper, between the northern coast of the historic city centre, the mouth of the Rižana River and Ankaran. The area of the plan encompasses both terrestrial and marine parts of the port.

The NSP Port of Koper was adopted by the Government on the basis of the Siting of Spatial Arrangement of National Importance Act³ in 2011. It is in line with the superordinate spatial planning documents, the Spatial Development Strategy of Slovenia⁴ and the Spatial Order of Slovenia⁵. NSP Port of Koper has replaced the Koper municipal spatial plan for the concerned area.

² Page in Slovenian: <http://www.zivetispristaniscem.si/index.php?page=static&item=17>

³ OG RS, No. 80/10, 106/10 –corr. and 57/12

⁴ OG RS, Nos. 76/04 and 33/07 – ZPNačrt

⁵ OG RS, Nos. 122/04 and 33/07 – ZPNačrt

Aspects of the MSP process

Sustainable development and growth in the maritime sector

Slovenia is part of the Union for the Mediterranean ([UfM](#)), which has been supporting and leading numerous regional and national initiatives for the Blue Economy for over a decade. The next UfM Regional Stakeholders' Conference on the Blue Economy was scheduled for March 2020. The UfM Regional Stakeholders' Conference on the Blue Economy is considered a key step towards the UfM Ministerial Conference on the Blue Economy in 2020. The Stakeholder Conference is intended to provide an opportunity to consult with a wide range of relevant stakeholders on the priority themes identified by countries to shape the common post-2020 Blue Economy agenda; promote dialogue and exchange of experiences on common areas of work; take stock of progress on activities at regional level; and maintain a highly participatory approach ensuring the involvement of stakeholders in the pooling of capacities, mandates and resources.

Blue Economy is also a pillar of the [European Strategy for the Adriatic-Ionian region \(EUSAIR\)](#), of which Slovenia is part, as it promotes research, innovation and business opportunities in blue economy sectors, the adaptation to wards sustainable seafood production and consumption, and the improvement of sea basin governance.



Ecosystem-based approach (EBA)

Protection of coastal and marine habitats and species is also highly important in Slovenia, particularly considering the ecosystem services they provide which also support certain economic activities, such as coastal tourism and fisheries. Slovenia is investing a significant effort to combine sustainable development with coastal and marine protection. 12 Natura 2000 marine sites (9 SCI and 3 SPA) are defined in Slovenia, accounting for a total of 10.74 km² of protected area at sea (European Environmental Agency, 2013 - Natura 2000 Barometer).

Slovenia is a partner of the ongoing [PHAROS4MPAs](#) project (2017-2020) which aims to enhance management effectiveness and networking for Mediterranean MPAs, in order to contribute to the conservation of marine biodiversity and natural ecosystems, taking into account the complex ensemble of human activities developed within the Blue Growth perspective and their interaction with protected areas and marine ecosystems.

In 2017-2019 Slovenia was part of the [PANACeA Project](#). The objective of PANACeA was to streamline networking and management efforts in Mediterranean Protected Areas (MPAs) as a mechanism to enhance nature conservation and protection in the region. The project aimed to ensure synergies between relevant Mediterranean stakeholders – including managers, policymakers, socio-economic actors, civil society and the scientific community – and to increase the visibility and impacts of their projects' results towards common identified strategic targets.



Resilience to climate change impacts

Slovenia adopted a Strategic framework for Climate Change in 2016 which is implemented by the Interdepartmental Working Group on Climate Change Adaptation, nominated by the Government in September 2016. In the [National adaptation actions](#), climate change impacts are planned to be assessed on the sea and coast.

Through the [COASTGAP Project](#) (2013-2015) climate change has been considered in the [Joint Action Plan on Med coasts Adaptation to Climate Change](#) (JAP), aiming to provide an operational and coherent strategy for the 2014-2020 financial period.



Land-sea interactions

[The SHAPE project](#) (2011-2014), proposed coordinated management of the land-sea area, in order to improve coordination and harmonisation of uses. It represented an opportunity to test the implementation of the ICZM Protocol in practice. The SHAPE pilot plan in Strunjan Landscape Park analysed conflict among maritime and coastal activities and provided some proposals to remove/limit the most relevant inconsistencies.

The Ministry of the Environment and Spatial Planning, Directorate of Spatial Planning, Construction and Housing is one of the stakeholders of the [MSP-LSI - Maritime spatial planning and land-sea interactions project](#) (2018-2019) funded through the ESPON 2020 framework. The study aimed at contributing to evidence-based, coherent and transparent decision-making in EU Member States considering land-sea interactions (LSI) in the development of national maritime spatial plans. The study investigated the role that LSI plays within MSP, analysing:

- how LSI can be operationalised for the purpose of MSP;

- the main effects of MSP on development in the land component of the coastal area;
- available practices and approaches in managing LSI within MSP;
- how a proper consultation on LSI can be ensured.



Stakeholder Involvement

taken place.

The Ministry of the Environment and Spatial Planning coordinates the implementation of the Spatial Development Strategy of Slovenia for 2050, which also covers and addresses issues in the coastal and marine areas of the country. The process also includes a broad consultation involving stakeholders from both national and local levels, and several public presentations have already

Within the DG MARE-funded project ADRIPLAN, the Ministry of the Environment and Spatial Planning established a non-formal coordination structure for the purpose of the project, involving other Ministries with sea-related competencies.



Co-existence of uses

The small area of the territorial sea and the shortness of the coast are causing spatial competition both at sea and on the coast, and integration of the use of the sea and the coast is therefore gaining importance. Due to these spatial constraints, more and more notable competition is arising between nature protection and economic use interests (EC Maritime Affairs, 2010). Slovenia has a short coastline, making it difficult to find a proper balance between competing uses of the spatially limited shared sea area. This is a problem particularly when it comes to coastal tourism and maritime transport (both deep-sea and short sea) which are both considered very important for the country (EUNETMAR; 2014).

The co-existence of uses has been considered in some projects in which Slovenia was involved. For example, in the Strunjan Pilot Project, needs related to various uses of the sea and the coast were considered: fishing reserve, shellfish farming areas, bathing water areas, bathing areas, harbours, natural assets, nature reserve and natural monuments were analysed and resolutions of present conflicts among sectors were addressed through the Pilot Project.



Transboundary cooperation

Slovenia is a member of the Union for the Mediterranean ([UfM](#)) and a contracting party to the Barcelona Convention.

Slovenia has participated in several cross-border MSP projects described previously, involving cooperation with neighbouring and Mediterranean countries.



Use of best available data

Slovenia has developed a Cartographic and Geo-information Support for Maritime Spatial Planning, which consists of preliminary actions for the preparation of the cartographic basis for MSP. The study was commissioned by the Ministry of the Environment and Spatial Planning and contracted to the Geodetic Institute of Slovenia. It was completed in November 2016, and its main output was a list of layers (spatial information) considered important for the MSP process (cartographic basis for MSP), as well as the evaluation of the availability and gaps of related data. A legal basis for management and maintenance is provided for each data layer. Most data layers are defined by European directives and national laws and/or regulations.

The SHAPE project led to the creation of the [Adriatic Atlas to support ICZM and MSP](#)⁶. It is the first Web Atlas for the Adriatic Sea and was developed through a cross-border approach (involving Italy, Slovenia, Croatia, Montenegro and Albania). The Adriatic Atlas is designed as a tool for storing, visualising and managing data which are necessary for the implementation of Maritime Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM) policies in the Adriatic basin and through a cross-border cooperation approach.

In the framework of the PEGASO Project, the [PEGASO Spatial data Infrastructure](#) (SDI) was created. It is a distributed data sharing infrastructure made up of GeoNodes composed of three main components: a Map Viewer, a Data Catalogue and a Map Atlas. Thanks to the SDI metadata, services and datasets related to the PEGASO project are shared and can be used by end users in a standardised, harmonised and interoperable way. A wide range of spatial

⁶ Access to the Atlas: <https://atlas.shape-ipaproject.eu/shape/>

information on the Mediterranean and Black sea region is made available through the SDI, covering a wide range of topics addressing ICZM issues at different geographical scales.

Also, the [MSP-LSI - Maritime spatial planning and land-sea interactions project](#) aimed to improve stakeholders' planning processes through the coordinated, comparable and systematic acquisition and analysis of both marine and terrestrial data and information at a European, regional and sub-regional level.

Finally, [TOOLS4MSP](#), a geo-platform created within the [ADRIPLAN project](#), compiles MSP-relevant data in the Adriatic and Ionian sea (including Greece) as well as at regional level. It is intended for project partners, stakeholders and the general public to search and share knowledge, data, and information related to MSP. It offers tools to analyse data (e.g., conflicts, cumulative impacts) and is continuously updated.

Coherence with other processes

Marine Strategy Framework Directive (MSFD)

In the framework of the implementation of the MSFD, the Marine Environment Management Plan (MEMP) has been adopted and published (OG no.41/2017, 28 July 2017).

The organisation responsible for implementing the MSFD in Slovenia is the Ministry of Environment and Spatial Planning, which is technically and scientifically supported by the National Institute of Biology - Marine Biological Station of Piran, the Slovenian Institute for Waters and other institutions. Monitoring programmes have been published on the web pages of the Ministry of Environment and Spatial Planning in 2014. The programme of measures (PoMs) was developed in 2015 and 2016. In 2015, 2016 and 2017 the public consultations were held on a proposed programme of measures.

Integrated Coastal Zone Management (ICZM)

Slovenia does not have specific legislation for its coastal zone. Development of the coastal zone is planned (at national and municipal level) based on national (terrestrial) spatial planning legislation. The only relevant act in this respect is the Spatial Planning Act, adopted in 2017 (OG no. 61/17 – ZUreP-2).

Nevertheless, from 2003 to 2007 Slovenia participated in a Coastal Area Management Programme (CAMPs) project with [The Priority Action Programme/Regional Activity Centre \(PAP/RAC\)](#), which assists States in the implementation of the Protocols to the Barcelona Convention, including the ICZM Protocol. The Action Plan for the implementation of the [ICZM Protocol](#) (2012-2019) was adopted by the Contracting Parties to the Barcelona Convention⁷ (including Slovenia) on the Conference of the Parties (COP) held in Paris from 8 to 10 February 2012. It entered into force in March 2011 in Slovenia.

The Regional Development Programme for the Region South Primorska for the period 2014-2020 also incorporates ICZM themes and principles.

Slovenia has also been engaged in several projects related to ICZM, such as the [PlanCoast Project](#) and the [SHAPE Project](#).

Strategic Environmental Assessment

The SEA Directive 2001/42/ES has been transposed into national legislation with the Environmental Protection Act of 2004. The procedure for a comprehensive environmental impact assessment is defined in the [Environmental Protection Act](#) and is carried out for plans provided that:

- they define or envisage an activity affecting the environment for which an environmental impact assessment needs to be carried out;
- an assessment of the acceptability of impacts on the protected areas according to the regulations governing nature conservation is required;
- the responsible ministry estimates that their implementation could have an important effect on the environment.

In the procedure for comprehensive environmental impact assessment, the effects of the plan are evaluated on the basis of the environmental report. The procedure is conducted by the Ministry responsible for the environment. It also includes cooperation between all national authorities within their ministries and organisations, as well as public information and participation. The participation of the public is governed by the Environmental Protection Act, which lays down a 30-day public presentation of the Environmental Report. National authorities and local communities

⁷ Originally the Action Plan for the Protection of the Marine Environment and the Sustainable Development of the Coastal Areas of the Mediterranean

must, prior to the preparation of the plan and in the specified manner, inform the ministry responsible for the environment thereof. Non-compliance with legal obligations may result in invalidity of plans.

With regard to the above-mentioned documents resulting from the transposition of the MFSD, the Strategic Environmental Assessment was completed in 2016.

Cooperation with third countries

Slovenia is a party to the Barcelona Convention and is cooperating with third countries through regional organisations such as the Union for the Mediterranean ([UfM](#)).

Slovenia is also involved in the [European Strategy for the Adriatic-Ionian region \(EUSAIR\)](#), involving both EU and non-EU countries of the Adriatic and Ionian region. Moreover, both [SHAPE](#) and [ADRIPLAN projects](#), that included participation of Slovenian partners, also involved partners from non-EU countries (Montenegro and Albania).

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