

Maritime Spatial Planning Country Profile

Spain

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Last revision date

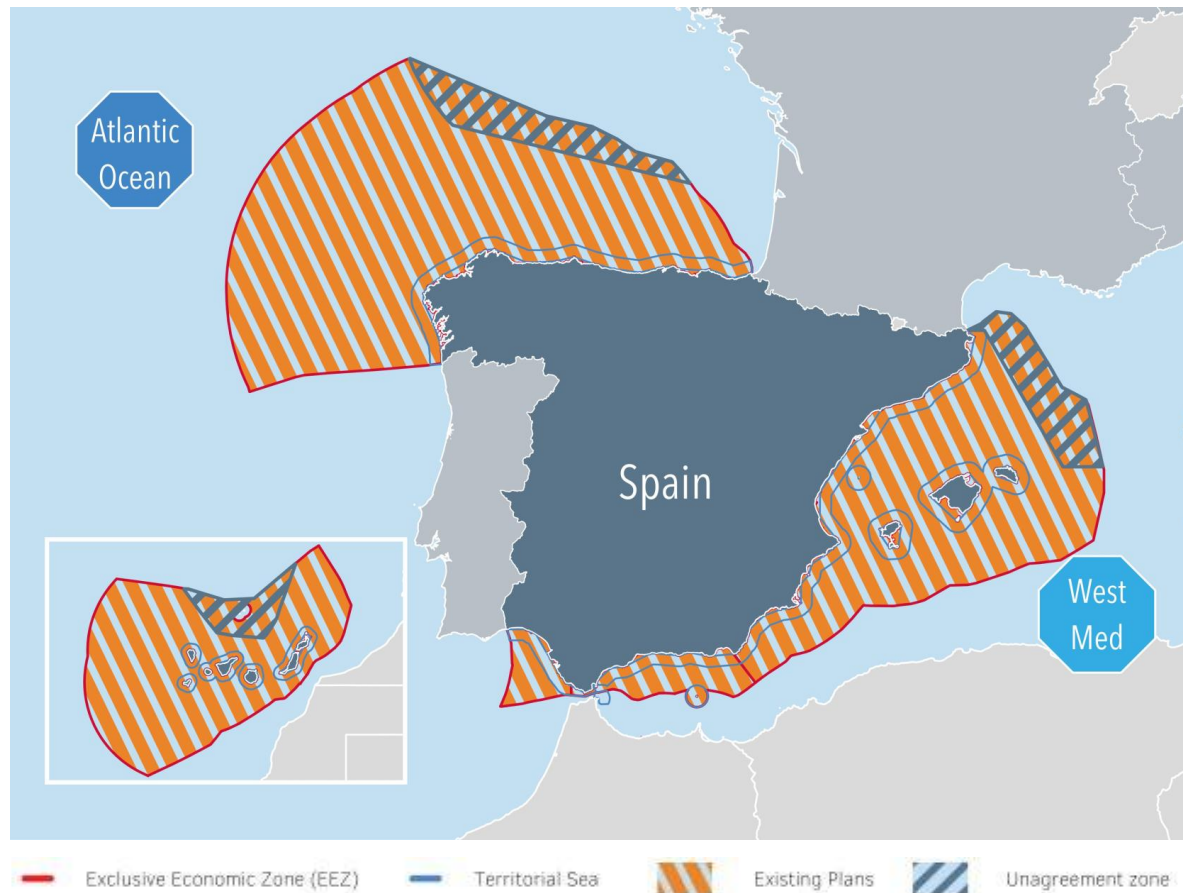
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Background Information

Basic facts on Marine Waters



Subdivisions of Spanish marine waters, according to Act 41/2010, of 29 December, on the protection of the marine environment

Atlantic waters: Spain has established an Exclusive Economic Zone (EEZ) in the Atlantic Ocean (Law 15/1978)¹. On 19 May 2006, Spain submitted (jointly with Ireland, France and the United Kingdom - hereinafter referred to as the “four coastal States”) through the Secretary-General of the United Nations to the Commission on the Limits of the Continental Shelf, information on the limits of the continental shelf appurtenant to these four coastal States in the area of the Celtic Sea and the Bay of Biscay, lying beyond 200 nautical miles from the baselines from which the territorial seas are measured, in accordance with Article 76, paragraph 8 of the United Nations Convention on the Law of the Sea.

Mediterranean waters: Spain has established an EEZ in the North-west Mediterranean Sea, by Royal Decree 236/2013 of 5 April 2013.

Spain has an agreement on the delimitation of the continental shelf with Italy. The delimitation principle used is that of equidistance. The delimitation of boundaries with the rest of the neighbouring countries is still pending.

¹ Ley 15/1978, de 20 de febrero, sobre zona económica. Available at <https://www.boe.es/buscar/act.php?id=BOE-A-1978-5340>

Maritime Spatial Planning (MSP) authorities and legislation

General

Planning at national level

In 2017, Spain adopted the Royal Decree 363/2017 of 8 April establishing a framework for maritime spatial planning, which transposes into Spanish legislation Directive 2014/89/EC of the European Parliament and of the Council of 23 July 2015, establishing a framework for maritime spatial planning.

National MSP authority

The Ministry for the Ecological Transition and the Demographic Challenge is the authority responsible for the coast and the marine environment as well as for biodiversity.

Planning at regional level

There are 17 autonomous regions (“Comunidades Autónomas”) and two autonomous cities, Ceuta and Melilla. These two cities and five of the autonomous regions (Catalonia, Valencia, Murcia, Islas Baleares and part of Andalucía) are located along the Mediterranean Sea. Six autonomous regions (Asturias, Cantabria, País Vasco, Galicia, part of Andalucía and Canary Islands) are located along the Atlantic Ocean.

Regarding regional planning: terrestrial spatial planning is the exclusive responsibility of the autonomous regions, which exercise full powers for legislation, regulation, and execution. Spanish spatial planning legislation was initially set up in 2007 through the Land Law 8/2007 of 28 May. However, a Legislative Royal Decree, of 30 October 2015, approving the revised text of the Land and Urban Renewal Law was recently approved. Spatial Allocation Plans for Natural Resources follow Law 42/2007².

From the above, and even if the autonomous regions are exclusively responsible for Land Planning and Land Management, this responsibility has certain limitations established in the Spanish Constitution, as the Central Government must approve basic legislation, applicable to the entire national territory.

Details

Jurisdiction over maritime and coastal affairs are shared between central and regional governments. Coordination is sought through sectorial and informal platforms such as cross-ministerial commissions, national commissions, and sectorial conferences. The central Government is the body responsible for International and European affairs; nevertheless, regional governments are considered in the decision-making process, within the legally established coordination bodies.

The Law on the Protection of the Marine Environment (Ley de protección del medio marino, Law 41/2010) transposed into national legislation as the Marine Strategy Framework Directive (MSFD) and regulates the maritime areas within the ‘maritime-terrestrial public domain’, which includes the territorial waters and natural resources in the exclusive economic zone and the continental shelf. According to Article 2.2.3, the Law covers the marine waters (including the seabed, subsoil, and natural resources) under Spanish sovereignty or jurisdiction. The Law established that the Spanish Marine Strategies are the planning tools in each marine subregion (a total of five, one for each Spanish marine subdivisions).

The Inter-Ministerial Commission on Marine Strategies (Comisión Interministerial de Estrategias Marinas - CIEM) was created in 2012 and is the responsible body for coordinating the drafting, application, and monitoring of marine environmental planning between Ministerial Departments of the Central State Administration. It was established by the Royal Decree 715/2012 of 20 April⁴ and is comprised of the ministerial departments with competences in the marine environment. The Secretary of State of the Ministry of Ecological Transition is the chair of the Commission. Competencies on maritime and coastal affairs are shared between central and regional governments.

In June 2015, after its fourth meeting, it was agreed that a working group should be created with the aim of transposing Directive 2014/89/EC, regarding maritime spatial planning, into Spanish legislation. The text for the actual transposition was adopted by the Royal Decree 363/2017 of 8 April. The **working group for Maritime Spatial**

² Law 42/2007: Planes de Ordenación de los Recursos Naturales. Available at <https://www.boe.es/buscar/act.php?id=BOE-A-2007-21490>

³ <https://www.boe.es/boe/dias/2010/12/30/pdfs/BOE-A-2010-20050.pdf>

⁴ <https://www.boe.es/buscar/doc.php?id=BOE-A-2012-6263>

Planning (Grupo de Trabajo de Ordenación del Espacio Marítimo – GT- OEM), has been coordinating the tasks related to the creation of maritime spatial plans.⁵

One of the first tasks of this working group was to prepare a **roadmap** of the works that needed to be developed at national level in order to **create the management plans for the Spanish maritime space** (Planes de Ordenación del Espacio Marítimo- POEM). This document included:

- the main milestones in the marine spatial planning process.
- the geographic scope to be included in the spatial plans, which will be the same as that of the marine strategies.
- the uses and activities to be included in the planning which complement those collected in the Royal Decree 363/2017, of 8 April.

The GT-OEM working group also provided a proposal for the spatial planning objectives that was included in the spatial plans. These objectives also considered the environmental objectives of the maritime strategies as well as the sectorial objectives with a social, economic, and environmental nature. With the objective of involving stakeholders at the earliest phase of the maritime spatial planning process, a public consultation on these planning objectives was held.

With the Ministerial Order AAA/705/2014 of 28 April 2014, **Marine Strategy Monitoring Committees** were created to monitor the implementation of the five Spanish Marine Strategies, according to the Law on Protection of the Marine Environment. The Ministerial Order also determines the Committees' composition, functions, and operation. One Committee is created per marine subdivision (i.e., North Atlantic, South Atlantic, Estrecho and Alboran, Levantine-Balearic and Canary Islands). The composition of the Committees is established in articles 3 and 4 of the Order and involves the General-Directorate for the Sustainability of the Coast and the Sea of the Ministry of Ecological Transition, and the Autonomous Regions.

Regarding the Canaries Archipelago, the process of developing the MSP plans was supported by the EU-funded MarSP project. The project provided an online platform for stakeholders' consultation. Currently, the MSP-OR project is ongoing and will support the implementation of the MSP plans in the European Outermost Regions, including Canary Islands. Under this project, the Ocean Governance platform was created to facilitate implementation.

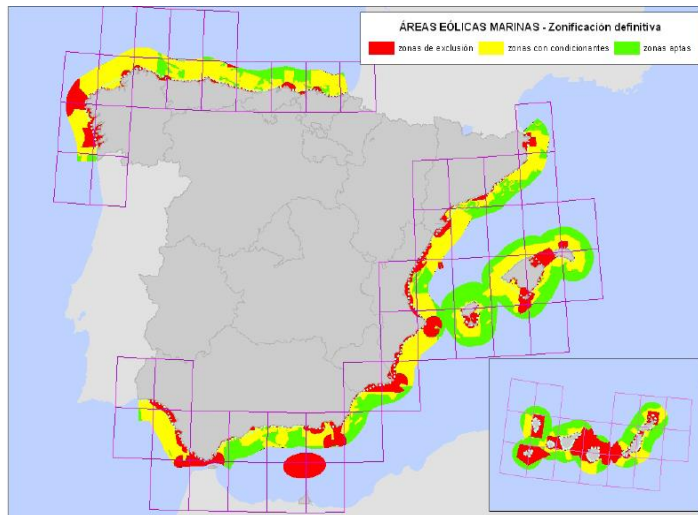
Overview of MSP-related maritime uses

- According to the [Blue Economy Report 2021](#), Spain is the first contributor to the European blue economy in terms of employment and gross added value. The maritime sectors involved include aquaculture, coastal tourism, blue biotechnology, renewable energy, and underwater mining.
- Coastal tourism – 11% of the country's GDP.
- Cruise tourism - 7.6 million cruise passengers and 3,702 cruise ships arrived in Spanish ports in 2014.
- Fisheries – EU's largest fishing fleet in terms of tonnage. Spain is an eminently maritime country, which has a close and prolonged continental shelf rich in fishery resources. The Spanish territorial waters, defined as extending from the baseline to the outer straight line of 200 nautical miles, which delimits the Exclusive Economic Zone (EEZ), constitute the national fishing ground. Most of the Spanish fishing fleet operates in four different fishing areas: Cantabrian-Northwest, Gulf of Cadiz, the Canary Islands, and the Mediterranean.
- Mariculture. Spain has a Strategic Pluriannual Plan for Aquaculture. More information can be found at: <http://www.magrama.gob.es/es/pesca/temas/acuicultura/plan-estrategico/default.aspx>
- Challenges: maritime traffic in the Strait of Gibraltar; high marine biodiversity in the Alboran Sea under pressure from shipping; land-based water discharges; tourism; overfishing and sand extractions (not in Spain); marine protected areas; dumping sites; submerged archaeological heritage sites; maritime rescue; scientific research.
- Offshore wind - Spanish Renewable Energy Plan 2011-2020 set a target to achieve 750 megawatts of installed capacity originating from offshore wind farms by the end of the decade. However, the sector is currently not developing as fast as was initially expected.
- In 2007, the Administration approved a Royal Decree that identifies administrative processes to be overcome by offshore wind energy projects. The strategic environmental assessment accompanying this decree ruled that parks should be located at least eight kilometres away from the coast and classified the Spanish coast into: suitable areas, unsuitable and "suitable but with conditions" for resource exploitation. The Spanish coasts are very deep due to the small size of its continental shelf. Close to the beaches, depths increase rapidly to well over 50 metres, which is the level from which most wind turbines anchor. Therefore, floating structures could become key to developing offshore energy in Spain. Floating wind farms can be located further offshore, where they can benefit from stronger winds and be out of sight.⁶

⁵ https://www.miteco.gob.es/es/costas/temas/proteccion-medio-marino/ordenacion_maritimo_en_tcm30-505804.pdf

⁶ As indicated above, and as a part of a Strategic Environmental Assessment process, in 2009 Spain developed an environmental report for the installation of offshore wind farms: <https://www.boe.es/boe/dias/2009/05/08/pdfs/BOE-A-2009-7684.pdf>

Figure: Strategic Environmental Study of the Spanish Coast for the installation of offshore wind farms. Where green are suitable areas, yellow are 'suitable but with conditions' areas, and red are unsuitable areas for offshore wind development. Source [here](#)



Maritime Spatial Plans

Progress

The EU MSP Directive was transposed into the Spanish legal system through the Royal Decree 363/2017, of 8 April, establishing a framework for maritime spatial planning.

During 2018 and 2019, thanks to the work carried out by the CIEM and the GT-OEM, and with the collaboration of other national and regional authorities, as well as the main representatives of stakeholders at a national level, a first draft of the plans and the initial strategic environmental assessment document were prepared. These documents were submitted for public consultation in early 2020, within the framework of the scoping process.

In 2020 several meetings with national and regional authorities were held to feed the stock-taking and data collection process and to identify key topics. The first transboundary consultations also took place. Due to the situation caused by the COVID-19 pandemic, the five in-person participation events foreseen for stakeholders had to be replaced by a national online participation event, at the end of 2020.

During the first months of 2021, meetings of ad-hoc working groups, gathering national and regional authorities, were organised, to address the previously identified key topics. New drafts of the MSP Plans and the strategic environmental assessment study were subject to public consultation from June to September 2021. A specific online workshop for fishermen was organised, along with other meetings in person with representatives of the sector, especially in the North Atlantic marine subdivision, to tackle the potential impacts of offshore wind farms zoning on the sector.

In July 2022, the Competent Authority finalised the detailed analysis and the integration of all the observations received during the public consultation process, as well as the decision-making regarding certain high potential and priority-use areas established within the plans. The final documents were submitted to the environmental assessment competent authority and the strategic environmental assessment process finalised in December 2022 with the publication of the Environmental Assessment Declaration.

Existing Maritime Spatial Plans

Spain adopted its maritime spatial plan, the Planes de Ordenación del Espacio Marítimo (POEM), in February 2023 by the Council of Ministers by Royal Decree. It establishes plans for each of the five Spanish marine subdivisions:

- North Atlantic
- South Atlantic
- Estrecho and Alboran
- Levantine-Balearic
- Canary Islands.

The first cycle of the plans, including the implementation of measures and the monitoring, will take place between 2022 and 2027.

Aspects of the MSP process

Sustainable development and growth in the maritime sector

The main objective of the Spanish MSP 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. This general objective is divided into several specific objectives, including general-interest objectives, as well as multi-sector horizontal objectives and sectorial objectives.

Thus, the Spanish MSP plans are aimed at supporting a real sustainable blue growth, which promotes maritime sectors while achieving and maintaining the good environmental status of marine waters.



Ecosystem-based approach (EBA)

The Law on the Protection of the Marine Environment (Ley de protección del medio marino) transposed the MSFD into the national legal system. In its article 4.1, it establishes that marine planning will be guided by an integrated management of human activities, following the precautionary principle and the ecosystem-based approach. This is to guarantee that marine-related human activities (e.g. fishing, boating, wind power generation, tourism, and the biotechnology industries) are compatible with the protection of a good environmental status for the marine environment. Therefore, this law establishes an integrated management approach to sea-related activities that is fully respectful of ecosystems. It also legally establishes the Spanish Network of Marine Protected Areas (RAMPE). Protected areas of a different nature can be found along the Spanish Mediterranean and Atlantic coast: specially protected areas of Mediterranean interest (SPAMI – Barcelona Convention); OSPAR Marine Protected Areas, coastal and marine Natura 2000 sites; Important Bird Areas (IBA); Spanish Protected Areas Network (Red de Áreas Marinas Protegidas de España); and other types of protected areas established by the Autonomous Regions or by the central Government, according to Law 42/2007 of 13 December 2008, on natural Heritage and Biodiversity.

Additionally, the Royal Decree 363/2017, of 8 April, establishing a framework for maritime spatial planning, was published as a development of article 4.2 of this Law on the Protection on Marine Environment, which establishes that the Government can approve common guidelines for all marine strategies in order to guarantee the coherence of its objectives, including maritime spatial planning. Thus, in Spain both processes (Marine Strategies and Maritime Spatial Planning) are closely related.

Other important tools to integrate the EBA into the Spanish MSP plans are, among others, to include specific environmental objectives, or to define priority use areas for the protection of biodiversity (current marine protected areas, including Natura 2000 sites) and high potential areas for the conservation of biodiversity (areas susceptible to becoming marine protected areas in the future due to their natural values).



Resilience to climate change impacts

The Spanish Ministry of Ecological Transition has launched a Plan⁷ to prevent and mitigate the impacts caused or strengthened by climate change. As a part of this plan, climate change impacts on the Spanish coast⁸ have been analysed, and some strategies have been designed to address the problems in such areas.

There is also a strategy being prepared for the Adaptation of the Coast to Climate Change⁹.

Finally, and relevant to the topic of resilience to climate change impacts, in 2008 the Spanish Ministry also launched a Spanish National Climate Change Adaptation Plan (PNACC, 2006)¹⁰, which identifies the most vulnerable Spanish coastal areas and elements.

Climate change will affect maritime uses and activities. Thus, the integration of climate change mitigation and adaptation into MSP process is essential. Spanish MSP plans integrate climate change in different ways. For instance, climate change mitigation and adaptation is included as one of the main general-interest objectives. Climate change is

⁷http://www.magrama.gob.es/es/cambio-climatico/temas/impactos-vulnerabilidad-y-adaptacion/plan-nacional-adaptacion-cambio-climatico/z_costeras.aspx

⁸ http://www.magrama.gob.es/es/cambio-climatico/temas/impactos-vulnerabilidad-y-adaptacion/fase3_costas_tcm7-12443.pdf

⁹ More information can be found on: <http://www.magrama.gob.es/es/costas/temas/proteccion-costa/estrategia-adaptacion-cambio-climatico/default.aspx>

¹⁰https://www.miteco.gob.es/es/cambio-climatico/temas/impactos-vulnerabilidad-y-adaptacion/plan-nacional-adaptacion-cambio-climatico/planificacion_seguinto.aspx

also considered as one of the factors to take be considered within the measure OEM1 (spatial analysis of cumulative pressures derived from the spatial concentration of certain uses and activities). Finally, within the environmental assessment of the plans, the current situation of climate change has been taken into account, as well as its most probable evolution in the different future scenarios.



Land-sea interactions

The Spanish Constitution (article 132.2) establishes that the 'maritime-terrestrial public domain' is composed of the shoreline area, beaches, territorial waters and natural resources of the exclusive economic zone and continental shelf. The aforementioned law regulates the uses of the 'maritime-terrestrial public domain' (dominio público marítimo-terrestre) and public 'easement areas' (zonas de servidumbre). One of the main implications of this law is that construction and other activities are highly restricted within 100 metres of the shoreline. Exception is made for the urban areas located near the coast, where easement areas can be reduced to 20 metres from the shoreline. The national Regulation on Coasts (Reglamento General de Costas) was approved by the Royal Decree 876/2014, of 10 October. Its aim is to protect the coast and ensure its sustainable use by:

- Determining the maritime-terrestrial public domain and ensuring its integrity and proper conservation, adopting, where appropriate, protection and restoration measures, as well as adaptation measures, considering the effects of climate change.
- Ensuring public use of the sea, its shores, and the rest of the public sea-land domain, with no exceptions other than those derived from duly justified reasons overriding public interest.
- Regulating the rational use of these goods in accordance with their nature, purpose and with respect for the landscape, the environment and historical heritage.
- Achieving and maintaining an adequate water quality and seashore level (Article 2 of Law 22/1988, of July 28).

Spanish MSP Plans have identified seven land-sea interaction topics (LSI) and six sea-land interaction topics (SLI), and have analysed each one of them within the diagnosis of each marine subdivision. These LSI and SLI topics include topics related to pollution, infrastructures, landscape and climate change. The contents of each LSI and SLI analysis include: an introduction, a description of the related activities, a description of the relevance of the interaction in the marine subdivision, a list of the already existing planning tools addressing the topic, and, finally, the role of MSP Plans.



Stakeholder Involvement

The stakeholder's involvement was mainly based on three tools: meetings, workshops, and mandatory public consultations.

Prior to the COVID-19 outbreak, two meetings were held:

- An initial stakeholders meeting, in March 2019, with 45 representatives from many different sectors (fisheries, environmental NGOs, R&D, Renewable energies, tourism, etc.) and with some representatives from other ministerial departments from the national government. The main objective was to provide information on the first draft of the MSP objectives, and to provide further information on the process and future ways of participation. Thanks to this meeting first impressions and suggestions were gathered.
- In March 2020, another meeting with marine renewable energy sector representatives was held, to gather knowledge of this emerging sector.

During the COVID-19 crisis, the five in-person workshops foreseen (one for each of the five marine subdivisions), had to be replaced for an online MSP workshop at a national level, in order to provide information to the maritime sectors and the general public (main developments, future schedule, etc.), and to provide information on future public consultation processes and ways to participate, as well as further information and instructions on how to use the online viewer InfoMAR.

Another online workshop was held in July 2021, exclusively intended for fisheries stakeholders' inputs regarding the definition of areas for offshore wind energy.

Likewise, a high-level political meeting was held between representatives of both ministries involved (Secretary of State for the Environment and General Secretary for Fisheries) with representatives of fisheries communities from the North of Spain (Galicia and Asturias), in February 2022.

Additionally, it is important to highlight that in the context of the COVID-19 crisis, public consultations were highly important in order to compile and analyse the needs of different sectors. The plans were submitted to three different public consultations processes:

- Firstly, the scoping process, to better understand the expectations and needed scope. The documents under this first public consultation were the Initial Strategic Environmental Assessment Document and the first draft of the MSP Plan.
- Secondly, in 2021, two public consultations processes, in June and during the summer period. The first one to comply with the government Law, and the second one to comply with the Environmental Assessment Law. The documents under public consultation were the draft of the Royal Decree adopting maritime spatial plans, along with the five plans for the Environmental Assessment Strategic Study.

Finally, the Spanish MSP plans include a measure (OEM7) regarding the elaboration of a specific stakeholder's involvement strategy for the first cycle of the plans.



Co-existence of uses

Please refer to the Spanish MSP and at INFOMAR (geographical information provided)¹¹



Transboundary cooperation

Spain is a contracting party to the Barcelona Convention and OSPAR.

Spain is participating in several cross-border cooperation projects, as has been indicated above.

Spain has participated in several transboundary consultation processes of neighbouring countries (France, Portugal, Italy and Ireland).

A transboundary consultation process was launched to obtain the inputs of neighbouring countries from the draft Spanish MSP documents, and a specific meeting was held in September 2021 for that purpose.

Spain participates, and have participated, in several MSP cross border cooperation projects, such as REGINA-MSP, MSP-OR, MSPMED, Simatlantic, MarSP or SIMWESTMED, among others.

Spain also participates in other initiatives such as MSP Global, and is a member of the West Med Initiative and the Atlantic Action Plan.



Use of best available data

The whole geographical information used for, and generated by the MSP plans, will be available at the geoportal: www.infomar.miteco.es

Coherence with other processes

Marine Strategy Framework Directive

The Law on the Protection of the Marine Environment (Ley de protección del medio marino, 2010, 41/2010) transposed the MSFD into national legislation and granted Spain legal authority for carrying out MSP. The Law's implementation instruments are the Marine Strategies and their respective demarcation (a total of five) which were approved by the Royal Decree 1365/2018.

The aim of Law 41/2010 is to achieve good environmental status within the marine environment, and to underpin the implementation tools to achieve this goal. The Marine Strategies are considered as essential tools for planning. The Law establishes that a strategy should be drawn up for each of the established marine subdivisions. Sectoral policies that are carried out or that could affect the marine environment should be compatible and adapted to the objectives of the Marine Strategies. For this reason, all ministerial departments and autonomous regions, with jurisdiction over the marine environment, participate in all phases of the development and implementation of the Spanish Marine Strategies.

Development of Marine Strategies consists of a series of consecutive tasks to be performed in each of the marine demarcations. The first is the initial assessment of the state of the marine environment, including the natural characteristics, pressures and impacts and an economic and social analysis of the use of the marine environment and

¹¹ : <http://www.infomar.miteco.es>

the costs of potential damages. The second task is the determination of good environmental status and the third is the establishment of a series of environmental objectives, with the simultaneous definition of a set of indicators to assess the achievement of environmental goals. The fourth task is the establishment of a monitoring programme. Finally, five programmes of measures to achieve the good environmental status should be developed and implemented. All elements of the Marine Strategies must be updated at least every six years. Furthermore, this law provides the necessary mechanisms for cooperation and information to the public.

Currently all five demarcations have an initial assessment (2012), the definition of the good environmental status (2012), the identification of environmental objectives (2012), the design of the monitoring programmes (2014), and a Programmes of Measures proposal (2016).

The final Marine Strategies, including their programmes of measures, were approved by a Royal Decree on 2 November 2018¹², according to Law 41/2010.

The Royal Decree 363/2017, of 8 April, establishing a framework for maritime spatial planning, was published as a development of article 4.2 of this Law on the Protection on Marine Environment, which establishes that the Government can approve common guidelines for all marine strategies in order to guarantee the coherence of its objectives, including maritime spatial planning.

Thus, in Spain both processes (Marine Strategies and Maritime Spatial Planning) are closely related. Additionally, the MSP plans will be reviewed every six years, in order to encompass the process with the approval of the Programmes of Measures of Marine Strategies.

Integrated Coastal Zone Management

Integrated Coastal Zone Management receives plenty of attention in Spain. In 2005, the Ministry for the Environment and Rural and Maritime Affairs published an article entitled 'Towards sustainable coastal management in Spain' (Hacia una gestión sostenible del litoral español). Spain has significantly advanced in Integrated Coastal Zone Management at national as well as regional level; however, coastal management plans do not explicitly refer to the Spanish territorial sea.

Although this legislation establishes the Maritime-Terrestrial Public Domain (DPMT), there is no definition of the Coastal Zone. DPMT guarantees free access and cost-free public use for common usages and keeping in line/ balance with the nature of the sea and its shore.

Responsibilities for managing the shores are shared by a variety of public administrations as a result of the political and administrative system. Most of the public duties in this area are reserved for the general Government (and the autonomous regions), although a limited number of responsibilities are attributed to local administrations.

In compliance with the requirements of the EU Recommendation 2002/413/CE on ICZM, the bases of the future Spanish Integrated Coastal Zone Management Strategy were disclosed in a Spanish National Report. The report defined two strategic objectives linked to the sustainable development of coastal zones and their integrated management.

A pilot ICZM project was conducted in Andalusia. The Coastal Area Management Programme (CAMP), Levante de Almería, is a project that demonstrates the application of the Protocol for Integrated Coastal Zone Management in the Mediterranean basin, within the framework of the Barcelona Convention.

Within the Spanish MSP plans, the ICZM process has been integrated mainly through the analysis of land-sea and sea-land interactions, as well as related measures.

Strategic Environmental Assessment

In accordance with Law 21/2013 on Environmental Assessment, the Spanish MSP plans are undergoing a process of strategic environmental assessment.

After the initial document was sent to the environmental authority (D.G. of Environmental Quality and Assessment) by the promoting authority (D.G. of the Coast and the Sea) at the beginning of 2020, consultations with the affected public administrations and interested parties were carried out, within the framework of the scoping process.

As a result of this process, the scoping document was sent to the competent authority by the environmental authority, establishing the guidelines for the preparation of the strategic environmental assessment study.

¹² <https://www.miteco.gob.es/es/costas/temas/proteccion-medio-marino/estrategias-marinas/default.aspx>

The drafts of the MSP Plans and the strategic environmental assessment study were subject to public consultation from July to September 2021.

In July 2022, the Competent Authority finalised the detailed analysis and integration of the observations received during the public consultation process, as well as the decision-making regarding certain high potential and priority-use areas established within the plans. The final documents were submitted to the environmental assessment competent authority and the strategic environmental assessment process finalised in December 2022 with the publication of the Environmental Assessment Declaration.

Cooperation with third countries

Spain is a contracting party to the Barcelona Convention and OSPAR. Most of their cooperation with third countries regarding policies on marine protection are addressed through these two international conventions, as well as with ACCOBAMS and ACAP agreements, or MAB-UNESCO among others, or through the past ALBORAN project.

Additionally, the MSP-MED project promoted cooperation on MSP issues with third countries through different events, mainly one bilateral workshop between Morocco and Spain, and one multilateral workshop between western-Mediterranean countries (including Morocco, Algeria and Tunisia).

Sources

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Relevant legislation on MSP:

- **Law 22/1988**, of 28 July of Coast
- Royal Decree **927/1988**, of 29 July, approving the Regulation of the Water Public Administration and the Hydrological Planning;
- Legislative Royal Decree **1/2001**, of 20 July, approving the Revised Text of the Water Law Royal Decree 849/1986, of 11 April, which approves the General Regulation of the Hydraulic Public Domain;
- Royal Decree **907/2007**, of 6 July, by which the Regulation of hydrological planning is approved;
- Law **42/2007**, of 13 December on the Biodiversity and Natural Heritage;
- Law **41/2010** on the Protection of the Marine Environment;
- Royal Decree **715/2012** of 20 April, creating an Inter-Ministerial Commission on Marine Strategies (Comisión Interministerial de Estrategias Marinas - CIEM);
- Law **2/2013**, of 29 May, on the protection and sustainable use of the shoreline, and which modifies the Law 22/1988, of 28 July of Coast;
- Royal Decree **876/2014**, of 10 October, which approves the General Regulation of Coasts;
- Royal Decree **363/2017** of 8 April establishing a framework for maritime spatial planning, that transposes into Spanish legislation the Directive 2014/89/EC of the European Parliament and of the Council of 23 July 2015, establishing a framework for maritime spatial planning;
- Royal Decree **1365/2018**, of 2 November, which approves the marine strategies¹³.

¹³ https://www.boe.es/diario_boe/txt.php?id=BOE-A-2018-15734