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On 3 May 2022, the European Commission presented an initial assessment of the implementation of Directive 2014/89/EU establishing a framework for maritime spatial planning.

The result is a description of almost ten years of practical difficulties in implementing the directive, but also, between the lines, a complicated reconstruction of the conceptualization of the very notion of strategic maritime planning.

In 2021, the European Commission also launched an infringement procedure against several Member States, including Italy, for failure to adopt the maritime planning acts provided for by Directive 2014/89.

Difficulties that are delaying the strategy of Europeanization of national maritime policies.

Directive 2014/89/EU, which establishes a framework for Maritime Spatial Planning (MSP), with the aim of promoting the sustainable growth of maritime economies, the sustainable development of marine areas and the sustainable use of marine resources, represents, as we have said, the most advanced moment in the work of Europeanization of maritime policy so far.

The Directive invites Member States to develop and implement maritime spatial planning taking into account economic, social and environmental aspects in order to promote sustainable development and growth in the maritime sector, applying an ecosystemic approach and promoting the coexistence of the various activities and related uses that affect the sea and the coasts.

In particular, the primary objective is to ensure sustainable development of the marine energy sectors, maritime transport and the fisheries and aquaculture sector, for the conservation, protection and improvement of the environment, including resilience to the impact of climate change.

The Directive requires States to develop maritime spatial plans that identify the spatial and temporal distribution of the relevant activities and uses of their marine waters.

In the background, there are still issues of more general and systematic interest, such as, for example, the difficulties encountered by the Commission in reconstructing a competence that does not belong to it under the Treaties, but which appears, at least according to the line of argument developed and followed by the Commission itself, necessary in the interest of pursuing the goal, of evident common interest, of coordinating the various sector policies in any case related to the sea and maritime activities.

The scope of Directive 2014/89 cannot be fully understood, in fact, if it is not placed within the scope of the integrated maritime policy of the European Union, of which it constitutes one of the implementation tools.

This policy began on 17 June 2008, when the European Parliament and the Council of the European Union issued Framework Directive 2008/56/EC on Marine Strategy, subsequently implemented in Italy with Legislative Decree no. 190 of 13 October 2010.

The Directive requires Member States to achieve good environmental status (GES, “Good Environmental Status”) of their marine waters by 2020. Good environmental status of marine waters means the ability to preserve ecological diversity, the vitality of seas and oceans so that they are clean, healthy and productive, maintaining the use of the marine environment at a sustainable level and safeguarding the potential for uses and activities of present and future generations.

The Directive has divided European marine waters into 4 regions: Baltic Sea, North-East Atlantic Ocean, Mediterranean Sea, Black Sea, and for some of these it has provided for a further subdivision by identifying sub-regions.

In the Mediterranean, three sub-regions have been identified: a) the Western Mediterranean, b) the Adriatic Sea, c) the Ionian Sea and Central Mediterranean. Italian waters belong to all three sub-regions.

Given the transboundary nature of the marine environment, which obviously involves all spaces in any capacity attributable to the Member States, they are called upon to cooperate to ensure that the relative strategies are developed in a coordinated manner for each marine region or sub-region.

Furthermore, to ensure clean, healthy and productive marine waters, it is essential that these strategies are coordinated, consistent and well integrated with those provided for by existing Community legislative acts (such as transport, fisheries, tourism, infrastructure, research) and international agreements.

The Framework Directive establishes that Member States shall develop a marine strategy based on an initial assessment, the definition of good environmental status, the identification of environmental targets and the establishment of monitoring programs.

It is therefore a question of providing for an integrated management of the various policies affecting marine spaces that is at the same time compliant with the most advanced technical requirements and inspired by common

principles whose implementation the Union guarantees in the exercise of a coordination competence.

In other words, the Union accepts that exercising control over the territories is within the responsibility of the States, but cannot give up offering a European framework, thus binding the States and driving them to the achievement of aims established at a Union level.

In conclusion, in this territory made of water, the sea, spatial planning takes on the contours of a prudent Europeanisation of marine spaces, ending up by taking away important parts of sovereignty from the States and also creating complex problems of delimitation and coordination of competences.



# **REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL [excerpts]**

**outlining the progress made in implementing Directive 2014/89/EU establishing a framework for maritime spatial planning**

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## **1.Introduction**

There is increasing demand for maritime space for various purposes, such as ecosystem and biodiversity conservation, renewable energy production, maritime transport, fishing, aquaculture and tourism. This requires an integrated approach to planning and management. Maritime spatial planning is commonly understood as a public process for analysing and planning the spatial and temporal distribution of human activities in sea areas to achieve economic, environmental and social objectives.

In 2014, the EU adopted Directive 2014/89/EU on maritime spatial planning (MSP) (hereafter the “Directive” or the “MSP Directive”) to achieve effective management of marine activities and sustainable use of marine and coastal resources, based on an ecosystem approach. The MSP Directive creates a framework for consistent, transparent, sustainable and evidence-based decisions. It lays down certain obligations, including the obligation for Member States to set up a maritime spatial plan or plans by 31 March 2021 at the latest and to review these plans at least every 10 years.

Under Article 14(2) of the MSP Directive, the Commission must submit a report to the European Parliament and the Council outlining progress on the implementation of the Directive by 31 March 2022, and every 4 years after that. This report gives an overview of that progress, as required under the Directive, and assesses transposition and conformity. It also looks at developments that have had a bearing on the implementation of the Directive since its adoption in 2014, notably the European Green Deal.

This report is primarily based on transposition measures, maritime spatial plans and other information submitted by Member States, information on the European MSP Platform, and other publicly available sources. The analysis in this report covers the period from the adoption of the MSP Directive on 23 July 2014 to 15 February 2022. Although the Directive entered into force on 17 September 2014 and the transposition deadline was 18 September 2016, Member States had until 31 March 2021 to set up maritime spatial plans.

## **2.MSP directive**

The MSP Directive provides the legal framework for the development of MSP in the EU. In particular, it requires the 22 coastal Member States [1](#) to produce maritime spatial plans for the marine waters under their jurisdiction.

The Directive aims for MSP to be a cross-cutting policy tool enabling public authorities and stakeholders to apply a coordinated, integrated and transboundary approach. By applying an ecosystem-based approach,

the Directive aims to promote the sustainable development of the maritime and coastal economies and the sustainable use of marine and coastal resources. The Directive is embedded in the EU's integrated maritime policy (IMP), designed to develop coordinated, coherent and transparent decision-making in relation to the EU's sectoral policies affecting the oceans, seas, islands, coastal and outermost regions [2](#) and maritime sectors.

The Directive lays down the obligation to establish a maritime planning process, which should take into account land-sea interactions and promote cooperation among Member States. The Directive addresses public consultation requirements, the use of best available data and cross-border cooperation with non-EU countries. It focuses on processes while leaving content largely in the hands of the Member States, in line with the subsidiarity principle. Member States still have the responsibility and competence to set up and decide on the format and content of the resulting maritime spatial plans, including any allocation of maritime space to various activities and uses.

### **3. Transposition and designation of competent authorities**

Article 15(1) of the MSP Directive requires Member States to transpose the Directive into national law by 18 September 2016. Article 15(2) requires Member States to designate the authorities competent for the implementation of the Directive by the same date.

#### **3.1. Transposition into national law**

All 22 coastal Member States have now transposed the Directive into national law and designated competent authorities. In November 2016, the Commission opened infringement proceedings against eight Member States (Bulgaria, Greece, Spain, France, Croatia, Cyprus, Lithuania and Finland). These proceedings were closed by July 2018 after all Member States involved had notified and communicated full transposition measures to the Commission.

Member States took various approaches to the transposition of the MSP Directive. Some Member States already had MSP legislation or legislation on spatial planning also covering the maritime domain in place (e.g. Belgium, Germany and the Netherlands). Several Member States amended legislation on spatial planning or environmental protection (e.g. France and Croatia). Other Member States adopted new specific MSP legislation (e.g. Denmark, Greece, Ireland, Italy, Portugal, Romania and Spain). Another group of Member States combined amendments to legislation with new specific MSP legislation (e.g. Finland, Malta and Sweden).

The legislation adopted by some Member States (e.g. France, Latvia and Spain) refers to legislation transposing other Directives, and more specifically to Directive 2008/56/EC (the Marine Strategy Framework Directive or “MSFD”).

A number of Member States with a federal or devolved structure adopted legislation at national and subnational level to transpose the Directive. In some cases, subnational entities adopted subnational legislation using a separate procedure (e.g. the Åland Islands (Finland)).

Having started in 2016, by the second quarter of 2020, the Commission had concluded its conformity check of transposing measures. The Commission analysed the Member States’ transposition of the Directive into national law and found that it was complete. As for the correctness of transposition, analysis showed that the transposition into national law mostly complies with the requirements of the Directive.

### **3.2.Competent authorities**

Article 13 of the MSP Directive requires Member States to designate competent authorities [3](#) . Member States have chosen to designate either ministries or government agencies.

In cases where a ministry was designated, it was responsible for either a mix of policy areas (e.g. environment, planning or regional development) or a sectoral policy (e.g. transport and infrastructure, or maritime economy). In some instances, the ministries covered policy areas such as home affairs or finance, and two Member States designated their Ministry of the Sea as the competent authority.

In cases where a government agency was designated, the remit of these bodies ranged from planning to the regulation of maritime activities, or specialised activities in environmental management (e.g. water and sea).

The main functions of these competent authorities are to implement the Directive and ensure effective cross-border cooperation between Member States and with neighbouring non-EU countries. In the context of cross-border cooperation activities, a number of competent authorities organised cross-border and transnational consultations or participated as coordinating entities in EU-funded projects to foster cross-border cooperation on MSP. Staff from these competent authorities represent Member States in the Member States expert group on maritime spatial planning.

## **4.Implementation**

### **4.1.Commission implementation support**

Since the adoption of the MSP Directive in 2014, the Commission took action and set up a number of initiatives to support MSP in the EU, notably a Member States expert group, technical assistance and cross-border projects. This has enabled Member States to make significant progress in areas such as cross-border consultation and cooperation, information and data sharing for and on maritime spatial plans, or increased coherence at sea basin level. These areas will continue to be supported under the 2021-2027 European Maritime, Fisheries and Aquaculture Fund.

- Member States expert group on maritime spatial planning

To create a key platform for exchanging experience and building the EU's MSP community, the Commission set up a Member States' expert group. It provides a regular forum for the Member States' competent authorities, planners and observers to discuss progress in the Directive's implementation and any challenges that may arise. The expert group has met about twice a year since 2012 and has played an important role in the transfer of knowledge and experience among Member States. The expert group is not intended as a formal forum for decision-making. Nevertheless, it has enabled Member States and observers, including non-governmental organisations (NGOs), industry associations and regional bodies, to be informed on the development of MSP in the EU and to exchange experience on policy and practical issues related to the Directive's implementation.

- European MSP Platform

In 2016, the Commission set up the European MSP Platform as an assistance mechanism for MSP. It helps Member States implement the Directive by making available a dedicated online platform and an expert team. It provides targeted advice, guidance and training to facilitate Member States' MSP work. It also provides administrative and technical support to the Commission in activities such as organisation of Member State meetings, conferences or analysis and study work on MSP.

- Project funding

The EU has been supporting MSP projects in all EU sea basins, including outermost regions, even before the Directive was adopted. The nature of these funded projects ranges from research and innovation (e.g. Horizon 2020), higher education (Erasmus+) and regional cooperation (e.g. Interreg) to capacity development and cross-border cooperation (European Maritime and Fisheries Fund (EMFF)).

By the end of 2021, the EMFF had funded 15 projects under direct management, for a total amount of around EUR 25 million. These regional and cross-border projects were coordinated by the Member States' planning

authorities and have helped Member States cooperate on issues of common interest (e.g. environmental protection or renewable energy production) when developing their maritime spatial plans. They have also supported capacity building for MSP by transferring experiences and best practice from other Member States, or by developing tools to support MSP activities. Lastly, they have facilitated cross-border exchanges with stakeholders and consultations. These projects have also strengthened MSP's EU dimension, in particular in the context of sea basin cooperation.

## **4.2. Establishing maritime spatial plans: overview of progress**

Article 15(3) of the MSP Directive requires that Member States establish maritime spatial plans as soon as possible, and at the latest by 31 March 2021. Article 14(1) of the Directive also required Member States to inform the Commission and other Member States concerned within three months of the establishment of those plans.

This report covers the period from the adoption of the MSP Directive in 2014 until 15 February 2022.

In general, four groups of Member States can be distinguished:

First, several Member States could build on an MSP tradition that either predates the Directive or started very soon after it had entered into force. Hence, Belgium, the Netherlands and Germany [4](#) were easily able to meet the deadline of 31 March 2021. Germany and the Netherlands are currently already developing or implementing the second revision of their maritime spatial plans.

Malta had established a comprehensive 'Strategic Plan for Environment and Development' in 2015 covering terrestrial planning and maritime issues, which it also considers to be its maritime spatial plan. Lithuania has also had a comprehensive plan in place since 2015 and revised it in 2021, strengthening its maritime aspects in line with the Directive.

Second, a large group of Member States succeeded in either complying with the deadline fixed by the Directive, or establishing and adopting their maritime spatial plans within 1 year after the deadline. These Member States now have comprehensive maritime spatial plans in place, usually for the first time, and are moving on to the challenge of implementing them in practice. The Directive has proven to be vital in providing the framework for Finland, Latvia, Poland, Denmark, France, Ireland, Slovenia and Sweden to set up their MSP processes. Portugal has also established its plans for most of its marine waters, with the exception of the Azores.

Third, the Commission preliminarily concluded in late 2021 that five Member States did not make sufficient progress towards establishing and/or notifying maritime spatial plans as required by the Directive. Therefore, on 2 December 2021, the Commission sent letters of formal notice to Croatia, Cyprus, Greece, Italy and Romania for failure to comply with Article 8(1), Article 15(3) and Article 14(1) of the MSP Directive. These Member States are at various stages of drafting their maritime spatial plans. The Commission urges them to dedicate the necessary resources to the development, finalisation and notification of maritime spatial plans that comply with the Directive and that cover all of their marine waters. By 15 February 2022, most of these Member States had replied to the Commission's letters of formal notice [5](#). The Commission will continue to work closely with these Member States to help them remedy the infringement in the shortest possible time.

Finally, some Member States were not able to comply with the Directive's requirement to establish maritime spatial plans by 31 March 2021, but they are at an advanced stage in producing draft plans and proceeding to final adoption. Hence, the Commission expects Estonia, Spain and Bulgaria to establish their final plans soon. The Commission is monitoring progress closely and will take action as appropriate. This also applies to Portugal with respect to the Azores.

[ .....]

#### **4.4.Implementation challenges**

When drawing up their maritime spatial plans, Member States faced a number of challenges. For most of them, it was the first time they engaged in such far-reaching, multi-sector and multi-objective strategic planning of their maritime space. This is a complex and adaptive process requiring broad and intense cooperation and coordination among national ministries, agencies, coastal regions, with stakeholders and with neighbouring countries.

Other challenges that could be observed in terms of process included data collection and compilation (e.g. lack of comprehensive data on marine areas, cross-sectoral dimension of data or difficulty to collect data from national authorities), and, in particular, coherence of plans across neighbouring countries (i.e. the transboundary challenge of the plans). In several Member States the cross-cutting character of MSP and a lack of clear targets for various maritime sectors made it difficult to prioritise measures and sectors (e.g. national security versus other economic activities).

Transboundary challenges were more significant in cases where there was no established sea basin cooperation on maritime space, or where the



maritime zones had not been clearly established or delimited between neighbouring Member States or non-EU countries.

The COVID-19 pandemic and related health measures coincided with the final implementation phase of many national maritime spatial plans. This not only slowed down the work of national administrations and cooperation between Member States, but also affected stakeholder participation and consultation.

In terms of content, the most significant challenges were implementing the ecosystem-based approach, prioritising maritime space uses and providing space at sea to enable various economic activities and achieve various policy objectives, while at the same time protecting the environment or leaving space for future uses.

## **5. Conclusions**

### **5.1. MSP as an enabler of the European Green Deal**

As a result of the MSP framework set up by the MSP Directive, for the first time, all coastal EU Member States simultaneously drew up national maritime spatial plans and ensured cross-border cooperation.

The implementation of maritime spatial planning in the EU will not end after the adoption of the first wave of plans. On the contrary, the coming years will see a step change in the role of MSP for the sustainable development of seas, likely accelerated by the implementation of the European Green Deal and related legislation and strategies.

Thanks to its adaptive and strategic dimension, MSP as conceived by the Directive can act as a powerful enabler for the European Green Deal. The crucial role of MSP in this regard was also highlighted in the Commission's Communication on a new approach for a sustainable blue economy in the EU [17](#).

The EU strategy on offshore renewable energy [18](#) explicitly identified MSP as an essential and well-established tool for facilitating the development of offshore renewable energy in the EU in a sustainable way. Several Member States have anticipated these changes in their plans by defining areas for future deployment of offshore wind parks, identifying potential for multi-use of the maritime space to support various objectives, such as low-carbon food production via aquaculture and fisheries.

North Sea and Baltic Sea countries are the most experienced in MSP and in cooperating at sea basin level. Coastal Member States set up the North Seas Energy Cooperation to enable political and technical cooperation, including

on MSP. In the Atlantic and the Mediterranean Sea, several national plans include zoning for possible deployment of offshore renewables, paving the way for scaling up of renewables.

Cross-border and regional cooperation will play a central role in supporting the alignment of maritime spatial plans with national energy and climate plans, which are due to be revised in 2023, with increased targets expected for offshore renewable energy.

MSP will also need to reflect potentially increased use of maritime transport, in particular short sea shipping, as envisaged by the Commission's sustainable and smart mobility strategy [19](#).

MSP is a key tool to achieve the MSFD's good environmental status objectives for EU waters and to help preserve biodiversity [20](#). To support Member States in this endeavour, in 2021, the Commission issued guidelines for implementing an ecosystem-based approach in MSP [21](#), which pay a lot of attention to the integration of MSFD objectives in MSP. Discussions on the definition of ecosystem-based approaches are still ongoing as part of international fora on MSP, but it is clear that the link between concerned legislative acts is crucial at EU level. European Maritime, Fisheries and Aquaculture Fund (EMFAF) shared management programmes also offer the opportunity for Member States to use their allocation to support the implementation of the MSP Directive, notably integrating MSFD objectives in MSP.

Strategic planning, including spatial planning, is essential to scale up marine protected areas from the current 12% area coverage to 30% by 2030, with at least one third of protected areas under strict protection as envisaged in the EU Biodiversity Strategy for 2030 [22](#). All maritime spatial plans submitted to the Commission underwent an environmental assessment, which consider the envisaged measures' effect on environmental protection and how they prevent, reduce and offset any significant adverse effects on the environment of implementing the plans. However, the integration of the biodiversity strategy objectives might only become fully apparent during the review of the national plans, as the necessary guidance and framework were delivered when the environmental assessment of most plans had already been completed.

The Commission will aim to strengthen further synergies between fisheries and environmental policies with the action plan to conserve fisheries resources and protect marine ecosystems, to be adopted later this year. The Commission will also report on the functioning of the common fisheries policy by the end of 2022.

## **5.2.The way forward**



Both Member States' work to transpose and implement the MSP Directive and Commission support for cross-border projects and policy dialogue have helped develop a large and diverse MSP community across the EU. This is a strong asset for future development. Cooperation, in particular at sea basin level, is set to intensify with the transformation of the EU blue economy. The Commission will expand the necessary dialogue between the various users of the sea by setting up a Blue Forum for sea users in 2022 and providing continuous support for MSP.

Coastal EU Member States have made progress in transposing and implementing the MSP Directive. The adoption of the Directive and its implementation has made the EU the grouping of countries that is most advanced in developing MSP, and an international point of reference in this field.

However, some Member States are lagging behind. The Commission has initiated infringement procedures against five Member States for failure to establish maritime spatial plans and/or to communicate them to the Commission. The Commission is also closely monitoring the progress of Member States that are in the process of drafting plans, but which are not formally adopted.

Furthermore, Member States will need to continue to reflect the ambitions of the European Green Deal in their maritime spatial plans, and to align their plans with these ambitions. This also applies to related initiatives in areas such as climate change mitigation and/or adaptation, biodiversity, pollution, food, mobility, energy transition, alongside established activities and interests, such as aquaculture, fisheries, shipping and defence.

MSP will continue to help coexistence at sea in the context of new objectives and developing new practices. It will have an increasing role in anticipating changes and possible conflicts at an early stage, and in ensuring synergies. The 'Restore our Oceans and Waters' [23](#) mission under Horizon Europe and the related 'lighthouses' with a sea-basin dimension will help deliver on these challenges.

Future maritime spatial plans will have to cater for cumulative impacts of anthropogenic pressures by applying an ecosystem-based approach, and complying with all relevant environmental legislation [24](#).

Member States can programme MSP action using EMFAF funds under shared management to support the future development of their maritime spatial plans. Additionally, Member states can also request the support through the Technical Support Instrument which provides technical support to design and implement reforms in EU Member States.

The Commission will continue its support of making MSP digital and pan-European, including via the EMFAF in direct management. The European MSP Platform will work with Member States and with EMODnet to further harmonise data and to disseminate the contents of the plans via a common or shared digital platform. The Commission recommends that Member States build on one of the three ready-to-use data models [25](#) , depending on which one fits their MSP plan and/or is already implemented by national authorities in a regional cooperation or joint project. Although these data models do not provide the level of detail given by Member States in their maritime spatial plans, using them will enable analysis of maritime spatial plans at sea basin and EU level.

The Commission also encourages Member States to continue their extensive stakeholder involvement, and to implement and monitor their maritime spatial plans effectively. It will continue to support these processes and will inform the European Parliament and the Council about this in its next progress report, due in 2026.

[\(1\)](#) The MSP Directive does not apply to landlocked Member States.

[\(2\)](#) The MSP Directive does not apply to ‘waters adjacent to the countries and territories mentioned in Annex II to the Treaty and the French Overseas Departments and Collectivities’ (see Article 3(4), which refers to point (1)(a) of Article 3 of Directive 2008/56/EC (Marine Strategy Framework Directive)).

(3) For a list of competent authorities see [https://maritime-spatial-planning.ec.europa.eu/sites/default/files/overview\\_of\\_msp\\_authorities\\_november\\_2020.pdf](https://maritime-spatial-planning.ec.europa.eu/sites/default/files/overview_of_msp_authorities_november_2020.pdf)

(4) In Germany, subnational entities also adopted subnational maritime spatial plans using a separate procedure (Lower Saxony, Mecklenburg-Western Pomerania and Schleswig-Holstein).

(5) The replies from the Member States are under assessment. Croatia also notified to the Commission its maritime and territorial plans, which are now also under assessment. Romania requested and was granted an extension of the deadline for reply.

(6) Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment.

(7) Annex 2 to the Royal Decree establishing the marine spatial planning for the period 2020 to 2026 in the Belgian sea-areas.

(8) Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1).

(9) Proposal for making harmonized MSP plan data available across Europe, September 2021, <https://op.europa.eu/en/publication-detail/-/publication/f4d14782-19ba-11ec-b4fe-01aa75ed71a1> .

(10) <https://www.emodnet-humanactivities.eu/>

(11) <https://maritime-spatial-planning.ec.europa.eu/msp-practice/msp-projects>

(12) Joint initiative by the European Commission and the Intergovernmental Oceanographic Commission of UNESCO, <https://www.mspglobal2030.org/>.

(13) Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive) (OJ L 197, 21.7.2001, p. 30).

(14) E.g. the European Maritime Safety Agency provides maritime traffic density maps via EMODnet, which can support MSP.

(15) <https://portodimare.adrioninterreg.eu/>

(16) Co-funded by the EMFF under direct management, <https://www.mspglobal2030.org/msp-global/pilot-project-west-mediterranean/> .

(17) Commission Communication A new approach for a sustainable blue economy in the EU – Transforming the EU's Blue Economy for a Sustainable Future (COM(2021) 240 final of 17.5.2021).

(18) Commission Communication An EU Strategy to harness the potential of offshore renewable energy for a climate neutral future (COM(2020) 741 final of 19.11.2020).

(19) Commission Communication Sustainable and Smart Mobility Strategy – putting European transport on track for the future (COM(2020) 789 final of 9.12.2020).

(20) In 2021, the Commission launched the review of the MSFD, in which consistency with other policies is a central aspect

(21) Guidelines for implementing an ecosystem-based approach in maritime spatial planning, <https://op.europa.eu/en/publication-detail/-/publication/a8ee2988-4693-11ec-89db-01aa75ed71a1> .

(22) COM(2020) 380 final.

(23) [https://ec.europa.eu/info/research-and-innovation/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/healthy-oceans-seas-coastal-and-inland-waters\\_en](https://ec.europa.eu/info/research-and-innovation/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/healthy-oceans-seas-coastal-and-inland-waters_en)

(24) Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for Community action in the field of marine environmental policy (Marine Strategy Framework Directive) ( [OJ L 164, 25.6.2008, p. 19](#) ); Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds ( [OJ L 20, 26.1.2010, p. 7](#) ); Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora ( [OJ L 206, 22.7.1992, p. 7](#) ); Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment ( [OJ L 197, 21.7.2001, p. 30](#) ) and other relevant legislation.

(25) See box in Section 4.3.7.