

# The Asturian Integrated Maritime Policy (Marea) - ES

## 1. Policy Objective & Theme

- ADAPTATION TO RISK: Managing impacts of climate change and safeguarding resilience of coasts/coastal systems
- ADAPTATION TO RISK: Preventing and managing natural hazards and technological (human-made) hazards
- ADAPTATION TO RISK: Integrating coherent strategies covering the risk-dimension (prevention to response) into planning and investment
- SUSTAINABLE USE OF RESOURCES: Preserving coastal environment (its functioning and integrity) to share space
- SUSTAINABLE USE OF RESOURCES: Sound use of resources and promotion of less resource intensive processes/products
- SUSTAINABLE ECONOMIC GROWTH: Improving competitiveness

## 2. Key Approaches

- Integration
- Participation
- Knowledge-based
- Ecosystems based approach
- Socio-economic
- Technical

## 3. Experiences that can be exchanged

The proposed Governance model. The Strategy proposes Governance based on public participation, responsibility, effectiveness, coherence, integration and openness. It proposes an effective Governance model at the regional, national and European levels.

## 4. Overview of the case

This initiative was launched by the Asturian Government as a contribution to the European Commission Maritime Policy Green Paper. It aims to design a sustainable socio-economic development model for the Asturian coast, through a coherent and participative framework, the optimisation of financial resources, the integration of the project within the maritime Atlantic area and the maritime policies integrated management.

## 5. Context and Objectives

### a) Context

Asturias is a small autonomous community (10,500 km<sup>2</sup>) located on the north Spanish coast facing the Cantabrian Sea and with the Cantabrian Mountains as the natural border to the south. In the eastern range, the Picos de Europa National Park contains the highest mountains, rising to 2,648 m. The key features of Asturian geography are its rugged coastal cliffs and the mountainous interior. The coastline (334 km) is extensive, with hundreds of sandy beaches bordered by steep cliffs, coves and natural sea caves. Coastal populations are very linked to the sea through an ancestral maritime tradition (which left important historical heritage sites), along with other economic activities such as agriculture, farming, fisheries, tourism, transport and industry. Although the Asturian coast is quite well preserved, a high percentage of the total population lives there, putting pressure on the different socio-economic activities, infrastructures, second housing etc. The MAREA Strategy was created to tackle these territorial pressures in an integrated way. The tool was implemented at the regional scale. Previous management processes that helped or pushed the MAREA Strategy forward were the PORNA (Asturian Natural Resources Management

Plan) and the POLA (Asturian Coastal Management Plan, 2005).

## b) Objectives

The MAREA Strategy has 6 general objectives and 17 specific objectives. (1) Environmental objective: (1.1) Preserving and recovering the coastal and marine resources; (1.2) improving maritime and terrestrial spatial planning and management. (2) Economic objective: (2.1) increasing competitiveness of the maritime sector, (2.2) boosting the new sustainable economic activities, (2.3) researching the potential of new sustainable activities. (3) Socio-cultural objective: (3.1) generating local employment, (3.2) maintaining cultural identity, (3.3) improving the services for local population and visitors. (4) R+D+I Objective: (4.1) researching on maritime topics and integration into public policies, (4.2) integrating the scientific and technical knowledge in the maritime sector, (4.3) promoting innovation. (5) Training and awareness Objective: (5.1) improving training in the maritime sector, (5.2) creating new employment opportunities for coastal population, (5.3) increasing social awareness on the importance of coastal and marine resources. (6) Innovative Public Management Model Design: (6.1) Maritime Policy Management System Certification (UNE, EN, ISO), (6.2) Public Contracting under MAREA criteria, (6.3) MAREA statistical data and indicators.

The Strategy was developed in 9 months (October 2006-June 2007), and the timescale associated with the implementation and goals achievement is 6 years (2007-2013).

## 6. Implementation of the ICZM Approach (i.e. management, tools, resources)

### a) Project Management

This initiative was launched by the Asturian Government as a contribution to the European Commission Maritime Policy Green Paper. Información y desarrollo S.L. (Infyde). A Spanish consulting firm based in Bilbao and specialised in the design and implementation of territorial development and regional innovation strategies in Spain, contributed to the development of the Strategy. The development of the Strategy has involved all the coastal stakeholders including socio-economic actors and competent sectoral institutions at the local, regional, national and European levels. All the Administrations at these 4 levels have formed the Project Management Committee.

### b) ICZM tools

This initiative is a planning tool. The specific tools applied are the following:

- Previous spatial planning instruments, such as (1) the PORNA (Asturian Natural Resources Management Plan) which designed a natural protected areas network which resulted in 73% of the Asturian coast being subjected to protection (Nature 2000 network, Ramsar wetlands, OSPAR Convention, and natural/regional figures); and (2) the POLA (Asturian Coastal Management Plan, 2005), which among other initiatives, established a 500m wide “coastal protection-non urban area” stretch in the entire region, except in the existing urban areas whose growth has been, from this point on, oriented inland.
- Maritime Governance and Decision-making structure (at the regional level), based on a clear political leadership (Government Delegate Commission for Maritime Affairs), scientific knowledge (Scientific Committee), and public participation (Asturian Maritime Forum).
  - The Government Delegate Commission for Maritime Affairs is composed of the Regional Government representatives with competences on maritime affairs and assisted by a Technical Board. Its functions are co-ordinating initiatives and facilitating relationships with external maritime institutions (EU, etc)
  - The Scientific Committee is composed of experts on different marine-related fields, from both the public and private sector, such as universities, research centres, administrations, etc. Its functions are advising the competent administrations in the decision-making, and participating/integrating in similar organisms at the European and international level
  - The Asturian Maritime Forum is composed of all the social and economic regional actors which have been involved in the development of the regional maritime strategy since the beginning of the process to encourage a consensus-based result
- Policies and stakeholders integration mechanisms (at the national and European level):
  - Proposal (National level) for an effective sectoral co-ordination and the elaboration of Joint Plans of Action with

the interested Autonomous Communities.

- Proposal (National level) for a Collaboration General Protocol with the Autonomous Communities for the establishment of an administrative and methodological framework on maritime policy.
- Proposal (European level) for collaboration - Tripartite Agreement or European Territorial Agreement- between Region, State and European Union, as the adequate tool to optimise a coherent decision-making.
- Proposal (European level) of Transnational Maritime Advisory Council and Maritime Scientific Committees.
- Public participation and consultation processes throughout the strategy development, in order to promote a consensus-based approach. All the interested stakeholders were involved through public debates and written communications, promoting a strong transparency in the process. Over 250 people have been involved.

## 7. Cost and resources

The budget for the diagnosis and strategy planning tasks of this initiative was € 100,000. This includes the sub-contracting of a consulting firm to carry out the diagnosis and the costs related to the organisation of public participation meetings. The implementation of the action plan has not received additional funding but available resources have been re-directed to this task. Information concerning the manpower used for the implementation of the tool is not available.

## 8. Effectiveness (i.e. were the foreseen goals/objectives of the work reached?)

The Strategy has been created integrating previous approaches (like POLA and PORNA) and promoting a sustainable socio-economic development model based on participative processes and maritime governance. The specific outcomes must be assessed at the end of the implementation period (2013).

## 9. Success and Fail factors

Factors that were helpful in achieving the objective were: (1) the awareness of the Asturian Government of the need for an integrated approach in coastal and marine issues, (2) the willingness of the Asturian Government to participate and contribute: it belonged to the Peripheral Maritime Regions of Europe (CPMR) and participated in the public debate about the EC Maritime Policy Green Paper. Others were (3) that the previous (but still in force) tools -POLA and PORNA- were based on an in-depth debate and dialogue between administrations that required long elaboration and approval periods due to the several public participation processes carried out, and (4) the boost that several external actors have given to maritime affairs since 2005, such as the European Commission and the Peripheral Maritime Regions of Europe (CPMR).

Obstacles in achieving the objective are related to the difficulties in implementing the administrative structure in order to execute an effective policy and stakeholder integration. Also the lack of willingness of both the European Commission and the Spanish Government to formalize the Tripartite Agreement as a political action tool.

## 10. Unforeseen outcomes

The document has been valued by the EC and the Conference of Peripheral Maritime Regions of Europe (CPMR) as an example of good practices at the European level.

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## 13. Sources

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Case 03\_MAREA Asturias Strategy (3.1 MB)

