

Marine Spatial Planning as a tool to boost and support “Blue” entrepreneurship in Islands

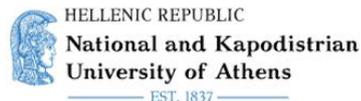
A Workshop organized virtually by the Network of the Insular Chambers of Commerce of the EU in partnership with the European Economic and Social Committee and in collaboration with the Centre of Excellence on Blue Growth – Shipping - Marine Environment - Insularity of the National & Kapodistrian University of Athens (NKUA)

(open to public)

Friday, April 16th , 2021

14.30-16.00 (CET)





14.30-14.50 Introductory session

Welcome Speeches by:

- 14:30 > The Representative of the EESC **Mr. Javier Garat Pérez** (NAT Section)
- 14:34 > The Rector of the University of Athens, **Professor Thanos Dimopoulos**
- 14:38 > The President of INSULEUR, **Mr. Joseph Borg**
- 14:42 > The President of the Network of the Small Greek Islands, **Mr. Eleftherios Kechagioglou**
- 14:46 > The founder and Director of Greening the Islands, **Mr Gianni Chianetta**
- **MoU signing** between Centre of Excellence of NKUA and INSULEUR

14.50-16.00 Panel

Moderators: **Mrs Stella Kyvelou**, Professor, Panteion University (Athens), Eastern-Mediterranean Sea-basin Expert, European MSP Platform

Panelists:

- 14:50 > **Professor Serafeim Poulos**, Coordinator, Center of Excellence on Blue Growth Shipping- Marine Environment – Insularity, NKUA
- 15:00 > **Mr Daniel Borg**, Chief Executive Officer, Gozo Business Chamber (GBC)
- 15:10 > **Mrs Patrycja Enet**, North Sea MSP focal point MSP Platform
- 15:20 > **Mr Jan Cornillie**, project leader for the Clean Energy for the EU Islands Initiative: “Clean energy for EU islands – From island vision to energy action”
- 15:30 - 16:00 > Open discussion

Q & A Coordinator: **George Assonitis**, Member, Technical Committee of INSULEUR



CPMR **ISLANDS COMMISSION**





Background Note

It is commonly accepted that the growing use of maritime resources results to an uncontrollable competition among different activities with significant threats and risks to the environment and the ecosystems of coastal areas in Europe.

There is a need to regulate economic activities in coastal areas to allocating fixed activities (such as offshore wind farms, pipelines and aquaculture), or other mobile activities (such as shipping and fishing) in defined areas. This would balance the needs of the Blue Economy with the aspects related to marine nature conservation. These plans should determine the different uses of the marine environment and activities and the desired conditions for sustainable development. In this respect the Blue Economy has substantial potential for low-carbon, inclusive and sustainable growth.

Moreover, there are 362 islands with over 50 inhabitants in the EU, accounting for a total of 17.7 million people (of whom 3.7 million live in the outermost regions) each of them presenting different and unique characteristics.

This process is called Maritime Spatial Planning (MSP), which is defined as “a process by which the relevant Member State’s authorities analyses and organize human activities in marine areas to achieve ecological, economic and social objectives”.

Following a legislative initiative of the European Commission, the European Parliament and the Council adopted in July 2014 the Directive 2014/89/EU establishing a framework for maritime spatial planning.

MSP is expected to organize all activities that can be deployed in marine and coastal areas, including those in Islands and is expected to be an instrument for supporting local business and insular entrepreneurship.

As defined in the Directive, each EU member state has the obligation to establish Maritime Spatial Plan(s) **by March 2021**.





According to Article 3 of this Directive, MSP is an integral part of the EU “Integrated Maritime Policy (IMP) “ whose aim is to foster coordinated and coherent decision-making to maximize the sustainable development, economic growth and social cohesion of Member States, and notably the coastal, insular and outermost regions in the Union, as well as maritime sectors, through coherent maritime-related policies and relevant international cooperation”.

In this process, insular regions have special characteristics. This means that islands should be treated differently than mainland areas. Each island has unique traits, which should be taken in consideration for MSP purposes.

Islands provide opportunities for the development of small-scale, ‘bottom-up’ initiatives such as community ownership of renewable energy schemes which can support the development of sectors in some contexts where local acceptance may otherwise be challenging.

Many island economies have implemented growth strategies based on harnessing economic, social, cultural and natural assets, such as a subsistence economy, enabling people to be assured of a measure of wellbeing, especially- in times of crisis.

These strategies to identify and harness unique economic assets are often the result of island entrepreneurs' creativity, risk-taking and resilience, and suggests keeping in mind the flexibility that is needed when developing public policy to boost island entrepreneurship.

Island entrepreneurship, however, faces specific structural difficulties for the development of the new "green" and "blue" sectors of its economy.

Regional and national authorities are ,therefore, requested to develop place-based and tailor-made MSP with a focus on building on their territories’ comparative advantages, coordinating with other policies, adopting business models built on quality, environmental values, distinctiveness, recognition of quality and/or territorial labels and cultural . Maritime spatial planning overall should support also innovation in service sectors such as tourism and retail.

This workshop will have as its ultimate objective that of proposing guidelines and principles to help National or Regional Authorities to elaborate their MSP.

