

## The impact of maritime spatial planning on the development of the Black Sea

Mari-Isabella Stan, Cosmin Filip, Dragoş-Florian Vintilă, Diana-Doina Țenea

**Abstract** –In order to implement Directive 2014/89/EU of the European Parliament and of the Council establishing a framework for Maritime Spatial Planning, Romania and Bulgaria are carrying out the “Maritime Spatial Planning for the Black Sea - the Romanian - Bulgarian cross-border area” project (MARSPLAN-BS). The impact of the implementation of the Maritime Spatial Planning (MSP) project on the Black Sea coast on the development of the coastal area requires an analysis that is carried out by the authors in this paper.

**Keywords** – *Black Sea, coastal zone, development, maritime spatial planning (MSP), Romania.*

### 1. INTRODUCTION

The Romanian coastal area of the Black Sea ((Fig. 1) is 247.4 km long and differs in two sectors: a northern sector (67% of the Romanian seaside) extending 165 km between the Musura and Midia Cape and a southern one, extending over 80 km long (33% of the Romanian seaside) between Midia Cape and Vama Veche [10].

Currently, Romania and Bulgaria are implementing the project “Marine Spatial Planning for the Black Sea - the Romanian-Bulgarian Cross-Border Area” (MARSPLAN-BS), in which the authors are involved, whose purpose is to ensure an integrated approach for the whole Romanian-Bulgarian Black Sea Cross-border Area to implement the provisions of Directive 2014/89/EU of the European Parliament and of the Council establishing a framework for the development of the Maritime Space in the two countries.

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**Mari-Isabella Stan, Cosmin Filip, Dragoş-Florian Vintilă** - Ovidius University of Constanta, Bd. Mamaia nr. 124, 900356-Constanta, Romania (corresponding author phone: +40-241-619040; fax: +40-241-618372; e-mail: stanisabella@yahoo.com).

**Diana-Doina Țenea** - Ministry of Regional Development, Public Administration and European Funds, Bucharest, Romania, Bd. Libertatii, nr. 16, sector 5, 050706-Bucharest, Romania (e-mail: danor\_danor@yahoo.com).



Fig. 1. Romanian coastal zone [10]

The European Union's interest in the Black Sea coastal zone is expressed by the fact that although the Black Sea region covers the Black Sea coast divided by seven countries, namely Romania, Bulgaria, Moldova, Georgia, Russia, Ukraine and Turkey, only two of them are members of the EU: Romania and Bulgaria, representing 32.35% of the total area [6].

## 2. THE CONTEXT OF MARITIME SPATIAL PLANNING (MSP)

The need to use Europe's maritime space for various purposes as well as the multiple pressures on coastal resources have led, on the initiative of some European countries, to draft a legal act establishing a framework for maritime spatial planning - Directive 2014/89/EU. The main purpose of Maritime Spatial Planning (MSP) is "to promote a sustainable development and to identify the use of maritime space for different maritime uses as well as to manage space uses and conflicts in marine areas" [9].

Different studies consider that Maritime Spatial Planning is "a process of public analysis and allocation of spatial and temporal distribution of human activities in marine areas to achieve ecological, economic and social goals" [2], "a practical way to create and establish a way for a more rational organization of the use of the maritime space and the interaction between its uses, to ensure the balance between the

need for development and the need to protect marine ecosystems and to achieve social and economic objectives established in a transparent and planned manner” [8].

Maritime Spatial Planning (MSP) is also defined as “the creation and establishment of a more rational organization of the use of marine space and the interactions between its uses to balance the development requests with the need to protect the environment and to achieve the social and economic objectives in an open, planned manner” [1].

Maritime Spatial Planning supports and facilitates the implementation of the EUROPE 2020 Strategy - A European strategy for smart, sustainable and inclusive growth. Thus, the Black Sea (**Fig. 2**) with its coastal and maritime sectors has a significant potential for smart, sustainable and inclusive growth, including the “blue”, in a wise and integrated manner.



**Fig. 2.** Black Sea riparian countries [3]

The Black Sea riparian countries - Romania and Bulgaria are implementing the MARSPLAN-BS project for the Black Sea in order to make progress in supporting the implementation of the Directive and expanding the framework for cooperation with all Black Sea basin countries, taking into account the following objectives [11], [12]:

- supporting the implementation of the Marine Spatial Planning Directive;
- creating an institutional framework for cross-border maritime spatial planning;
- strengthening cross-border cooperation and exchange of information between Romania and Bulgaria on issues related to maritime planning;
- creating a vision and strategic objectives for the Black Sea area, also taking into account the interaction between the territory and the sea;
- elaborating the maritime spatial planning for Romania-Bulgaria cross-border identified area, namely Mangalia – Şabla area;
- contributing to the broad dissemination of information on maritime spatial planning, the Black Sea and good practices to all relevant actors.

The partnership of the project run by the Ministry of Regional Development, Public Administration and European Funds consists of 10 main institutions in

Romania and Bulgaria relevant to the implementation of the Maritime Spatial Planning Directive in terms of their attributions and their role in the field of space planning, transportation (navigation included), environmental protection and integrated coastal zone management [11].

Thus, given the national and local importance of the Black Sea territory, as well as the fact that the sea and beaches are public property, the central and local public authorities have the task of coordinating and implementing the objectives of the Black Sea Maritime Spatial Planning (MSP) which has significant potential for sustainable development, in order to implement the provisions of Directive 2014/89/EU

### **3. A SUSTAINABLE DEVELOPMENT IN BLACK SEA COASTAL ZONE**

The sustainable development of the Black Sea coastal zone and maritime space must be seen as a multifaceted concept with four pillars (economic, social, environmental and cultural) and several dimensions including a spatial / territorial one [5] through the “sustainable development space” and concepts dealing with local sustainability [4].

In this respect, the concern of the central public authorities for the Romanian coastal zone is part of the philosophy of sustainable development in marine areas subsumed in the concept of Blue Growth / Development. Thus, the Territorial Development Strategy of Romania proposes the following territorial measures for the Black Sea coastal zone [10]:

- development of the Black Sea coastal zone on the basis of an integrated plan of the zonal territory;
- interventions for the preservation / conservation and recovery of the coastal natural subsystem;
- interventions to ensure the connectivity of the coastal zone, both to the influence territory and to the Romanian coastal centers;
- developing the tourism potential of the Romanian coastal zone;
- initiate and promote the Black Sea Integrated Maritime Policy and support the “Blue Growth / Development” initiatives.

The Black Sea coastal zone requires a new approach to public decision-making, a partnership between all the actors involved, ensuring the conditions for a sustainable and competitive development.

At the same time, maritime spatial planning “provides the appropriate framework for public authorities and stakeholders to coordinate their actions across sectors and administrative boundaries and to optimize the use of natural resources” [7].

The relevant actors for maritime spatial planning (MSP) are the public authorities responsible for the current implementation of European policies. In this respect, the public authorities have transposed the Maritime Spatial Planning Directive in a normative act. On the other hand, stakeholders (experts, researchers, academics and relevant Maritime Policy institutions: the economic environment represented by industries and firms, and public institutions with responsibilities in the field) by harnessing the results of the existing research and communicating goodwill

practices to all relevant actors will lead to the strategic objectives that maritime spatial planning pursues in the Black Sea area.

In order to promote the sustainable use of maritime space, maritime spatial planning should take into account land-sea interactions [9].

It is well known that the purpose of the planning process is to provide all the necessary conditions for a sustainable spatial / territorial development for the benefit of all citizens. At the level of the territory, responsibilities for the planning / spatial planning are, according to the law, restored to public authorities.

The Black Sea coastal zone is a specific area at the level of territory that requires specific interventions to capitalize on it. In this respect, in recent years central and local public authorities have been concerned with the development of operational and strategic documentation (Spatial plan of the zonal territory “Black Sea Coast”, Master Plan “Protection and Rehabilitation of Coastal Zone”), a documentation outlining the major development directions of the area. In this article, the authors make an analysis of the development of the Romanian coastal zone, starting from the existing situation of the area, the existing as well as possible identified opportunities, in terms of the economic, social, environmental and territorial factors, factors determined for the implementation of MARSPLAN project for the Black Sea, as follows:

Development of the coastal zone of the Black Sea			
Economic	Social	Environmental	Territorial
<ul style="list-style-type: none"> <li>-EU interest in developing trade relations through the port of Constanta;</li> <li>- localization of the Romanian Maritime Cluster in Constanta;</li> <li>- Black Sea Danube Canal;</li> <li>- development potential for the food and agriculture industry;</li> <li>- increasing the number of tourists on the seaside and in the Danube Delta;</li> <li>- a diversified tourism offer on the seaside.</li> </ul>	<ul style="list-style-type: none"> <li>-University Center in Constanta;</li> <li>- multi-ethnic space;</li> <li>- population growth trend;</li> <li>- concerns about leisure time activities;</li> <li>- the existence of non-governmental organizations;</li> <li>-employment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>-the existence of a rich natural and cultural heritage;</li> <li>- the use of renewable resources;</li> <li>- developing ecological aquaculture;</li> <li>- valorisation of hydrocarbon resources;</li> <li>-high fish potential;</li> <li>-the existence of protected natural areas;</li> <li>- reduction of coastal erosion through coastal rehabilitation works with European funds.</li> </ul>	<ul style="list-style-type: none"> <li>-development of Constanta metropolitan area (with complex economic functions);</li> <li>- upgrading the transport infrastructure (road, rail, naval, air);</li> <li>- diminishing urban-rural disparities;</li> <li>- the existence of rural areas;</li> <li>- the development of local transport and water supply/ sewerage infrastructure through local development programs (PNDL).</li> </ul>

It is recognized that maritime spatial planning is in fact the expansion of land-use planning at sea, “maritime activities are not separated from the coast, they continue with simultaneous / reciprocal influence” [3].

Thus, the potential for a sustainable development of the Black Sea coastal zone from the perspective of maritime spatial planning is based on a sum of territorial development opportunities / projects / measures reflected in the analysis. A coherent and integrated approach, taking into account the interaction between land and sea, will address the challenges the Black Sea coastal zone is facing as well as achieving a significant impact.

#### 4. CONCLUSIONS

As a conclusion, a coherent and integrated approach to maritime and coastal planning is needed in accordance with territorial development. The Integrated Maritime Policy will provide a comprehensive framework for the coherent integration of adaptation efforts into the sectoral and specific policies and measures.

Thus, the process of the Black Sea coastal zone development requires strengthening the inter-institutional cooperation links both vertically and horizontally between the public administration structures and all the actors involved, as well as the development of new planning tools capable of efficiently managing the development processes between land and sea.

Also, through the efforts of public authorities, it is necessary to create the legislative and institutional conditions to carry out the maritime spatial planning activity, in accordance with the provisions of Directive 2014/89/EU establishing a framework for the development of the maritime space.

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