



"The 'PEGASEAS' project was selected under the European cross-border cooperation programme INTERREG IV A France (Channel) – England, funded by the ERDF."



Promoting Effective Governance of the Channel Ecosystem
Promouvoir une gouvernance efficace de l'écosystème de la Manche



Collective opportunities of managing activities to support sustainable marine governance.

ABSTRACT

Collective opportunities can be identified across the whole geographic area of the Channel and throughout the managed activities that take place in that area. This report examines the findings of a number of projects in relation to the opportunities to be gained from taking an ecosystems approach to managing activities in the Channel region, and identifies areas where further work is required.

KEY WORDS

COASTAL ENVIRONMENT
GOVERNANCE
HUMAN ACTIVITIES
INTEGRATED MANAGEMENT
MARINE ENVIRONMENT
POLICY
RISK MANAGEMENT

DESCRIPTION OF KEY FINDINGS

Introduction

The Channel region is rich in a number of ecologically sensitive marine environments such as estuaries and bays which, as well as being environmentally significant areas, support a diverse range of activities. Those activities include very large ports (e.g. container ports, oil terminals, ferry ports), marinas, tourist-related businesses (e.g. hotels, leisure parks, restaurants, shops) and also transport companies, shipping operators, ship-building and maintenance, fisheries, aquaculture, and most recently development of marine renewable energy (MRE) activities.

Managing the ecosystem sustainably, whilst also allowing human activities to operate, grow and generate economic security to the region, is an issue highlighted in the EU Marine Strategy Framework Directive (MSFD). It noted that by "applying an ecosystem-based approach to the management of human activities while enabling a sustainable use of marine goods and services, priority should be given to achieving or maintaining good environmental status in the Community's marine environment, to continuing its protection and preservation, and to preventing subsequent deterioration"¹.

¹ European Community (2008). *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)*. Available at: <http://eur-lex.europa.eu/l/lex/liv/liv.do?uri=OJ-L-2008-164-0019-00-40-EN-PDF>

Colocation, where different activities take place in the same area, or where different stakeholders have a management role, for example fisheries and MREs, means that collective or coordinated management activities would be beneficial in better managing the ecosystems while allowing businesses to operate and to avoid conflict between different activities.

Managing the Channel region in an ecologically sensitive way requires an understanding of not just the different ecosystems but also of the needs of the various stakeholders who use them, the roles of the governance and policy actors and regulators (local, regional, national and international) who have jurisdiction over different areas or activities and the economic benefits and/or costs of the activities taking place in the region.

Cross Channel Opportunities (UK/FR)

The Channel is an area of interchange with multiple activities involving the UK, France and other countries from which arise collective opportunities of management.

The CAMIS project has developed Cross-Channel Forums (CCF) to address the challenge of preparing a platform for marine governance and an effective Integrated Maritime Strategy (IMS). The IMS was produced, at the Channel scale, through the involvement of the relevant authorities with a range of stakeholders' representatives at a regional level in France and the UK, while the CCFs have brought together different networks and helped build links between local, regional and national maritime debates. The CCF gave the opportunity to gather stakeholders and knowledge through the exchange and discussion of ideas.

Local scale challenges and opportunities are considered in the CAMIS project and it recognised the need to maintain links with neighbouring seas.

Opportunities to integrate sustainability into managing business activities and the environment

The projects examined within the PEGASEAS cluster have stressed the importance of developing and managing human activities in terms of good environmental, social and economic integration.

The CAMIS project examined how businesses, operating within the boundaries of ecologically sensitive environments such as Marine Protected Areas or *Areas of Outstanding Natural Beauty*, perceive their relationship with their environment. The project also examined how businesses could be supported in a way that encourages economic development whilst also protecting and maintaining sensitive ecosystems. CAMIS highlights that there is a genuine need for businesses to take steps to both increase awareness of sustainability issues and to integrate these into their business practices. Larger companies are often more able to implement changes needed to achieve sustainable business practices than small and medium sized enterprises (SME); and that "a move towards more integration across marine and coastal governance could, in theory, support businesses within coastal communities, with decisions makers able to develop policies that conserve the environment and [foster] business growth".²

The MERiFIC project has examined policy frameworks for marine renewable energy (MRE) in the UK and France. It has reviewed national policy frameworks and examined a range of different MRE technologies, together with the financial support, incentives and roles of key organisations in each country. MRE developments may be collocated in natural marine parks or in fisheries/aquaculture areas. It is therefore important to manage these developments in terms of good environmental, social and economic integration and to facilitate good projects rather than exclude them.

² CAMIS (2013). *Socio-Economic Impact of business activity in sensitive maritime environments in the Channel region etc.* – Final Report. Available at: https://camis.ac.man.ac.uk/stor:/files/users/CHC/Project_FINAL_REPORT.pdf



Dieppe harbour (© Nathalie Dumay / Association des Ports Locaux de la Manche)

Within the marinas and ports sectors, a set of opportunities have been identified to address common problems and generate integrated responses.

The CAMIS project has examined the concept of “Port Centricity” (Growth and Diversity for Local Ports) highlighting that, ports can gain a competitive edge by diversifying their activities and strengthening their relations with other local port stakeholders.³ That document, identifying seven types of “port clusters”, has been produced to facilitate port development in the Channel area. It describes Green Clusters - groups of companies located within ports that focus on environmental or ‘green’ initiatives – and notes that, by working together in environmentally focused port centric clusters, businesses can ensure that ports are actively engaged in initiatives that support environmental protection and sustainability, whilst also supporting growth and development.

Also related to managing port environments, PORTONOVO has worked in a transnational and multidisciplinary context in the field of port water quality. Its ultimate goal was to install a common Decision Support System (DSS) for the management of the activities carried out in port waters along the Atlantic Area. The project developed a methodology based on eight interrelated activities that were applied on some geographically strategic ports of the Atlantic Area, guaranteeing a wide spectrum of coastal and hydromorphological characteristics.

A number of factors driving development and change of the Channel’s marina sector were also identified through the work of CAMIS. These include: the recent economic downturn; rising costs impacting on the number of moorings; and implications of environmental and planning legislation such as dredging and marine protected areas.⁴ However, it identifies opportunities for marinas to become involved in environmental research through collaboration with universities and research centres. It also notes that good marinas should have a thorough understanding of the environmental and planning legislation impacting the sector, through improved relationships with policy makers and increased involvement with the marine planning process and future policy development. Marinas should also have strong environmental strategies in place, engage widely to improve awareness among staff and customers, and ensure the sector is as ecologically sustainable as possible.

³ CAMIS (2013). *Port Centricity: Growth and Diversity for Local Ports*. Available at: https://camis.arcmanche.eu/stock/files/user4/Port_Centricity_EN.pdf

⁴ CAMIS (2013). *Marina 2020: A Vision for the Future Sustainability of Channel/ Arc Manche Marinas – Industry Report – Recommendations for Best Practice*. Available at: https://camis.arcmanche.eu/stock/files/user4/Marina_2020_industry_report.pdf

Risk management

Diverse human activities take place within the Channel, each with their own specific risks and impacts. The collective management of these activities can help reduce their incidence. The Cross Channel Declaration on Shipping Incidents and Marine Pollution⁵ of the CAMIS project represents a commitment from local and regional councils to act together to reduce the occurrence and impact of marine pollution from shipping incidents. The Declaration has been underpinned through a meeting of elected representatives from councils around the Channel area both from the UK and France. From the Declaration, an Action Plan is to be developed. Potential opportunities from the forthcoming Interreg V Programme are to be identified and both the French lead (Vigipol) and the UK lead (Local Government Association) hope to see a clear forward plan set in place for the Autumn of 2014.



The cliffs at Etretat, Upper Normandy (@ Région Haute-Normandie)

Over the Channel, environmental changes linked to anthropogenic pressures need to be addressed through adaptation and mitigation. The LiCCo project looks at improving the understanding the effects of climate change impacting the coastline (sea-level rise and erosion) and the coastal communities and how to adapt to a changing coast. One of the tools used to promote an Integrated Coastal Zone Management (ICZM) is the scenario building using historical records from a number of locations on either of the Channel. Engaging local stakeholders in the adaptation scenario building through workshops and engagement events provides a collective approach to manage the coastline regards to climate change. In fact understanding how the coast might change will allow to identify the risks and opportunities and to take adequate and collective actions.

Ecosystem services

VALMER is an interdisciplinary project, developing guidelines for assessing marine ecosystem services (ES) and applying them to real marine management issues at local and regional scales. Working collectively with natural scientists, economists, social scientists, managers and other stakeholders, this ongoing project is using and developing methodologies for ecosystems services assessment and testing their usefulness to engage stakeholders and to inform and support decision-making processes. It is seeking to identify the benefits of using an ecosystem services approach through applying scenarios to ecosystem services assessments in six study areas in south west England and in Brittany. Although only part way through the process, it appears that the ESA may have helped managers at one of the case study sites to: enhance and structure knowledge, gather data and information on the socio-ecosystem; create trust and common understanding between stakeholders; help find technical solutions; help identify the best management options; highlight areas where management measures and decisions are required and help define a coastal and maritime vision⁶.

The results of VALMER will feed into a number of recommendations for ES experts and practitioners. A detailed analysis of the ES approach is being conducted at each case study site, and more empirical evidence will be available at the end of the project in March 2015.

⁵ CAMIS (2013). *Declaration of intent of the English Channel local and regional government organisations on shipping incidents and maritime pollution*, Caen, 20th March 2013. Available at: https://camis.normandie.eu/stock/files/users/Declaration_Franco_Britannique_Securite_Maritime_Mars2013_2.pdf

⁶ VALMER (2014). *Building site based scenarios: Tools and approaches for the implementation in the VALMER project. Scenario Technical Guidelines*, VALMER Action 3.1, January 2014. Available online at: http://www.valmer.eu/wp-content/uploads/2014/01/scenario_technical_guidelines_WP31.pdf

CONCLUSIONS/WORK LEADS

The various projects discussed in this report highlight the breadth of research going on in different sectors, all of which could be integrated into a common ecosystem services management regime with collective opportunities.

As demonstrated by CAMIS, Cross-Channel opportunities and stakeholders' involvement can be increased with the development of Cross Channel Forums.

- These forums should be further developed to foster the links between local, regional and national levels.

Opportunities for a "green" development have also been identified for different sectors such as ports and marinas. CAMIS set out recommendations for both businesses and local authorities/policy makers to improve business awareness of green opportunities and stakeholder awareness of environmental issues.

Environmental issues should therefore be more integrated into businesses for a sustainable development. The compliance with environmental regulations and requirements should also provide an incentive into adapting existing activities through innovations or developing new areas of activities.

- These recommendations should be applied to different sectors, areas and scales across the Channel and their impact and effectiveness on improved management of ecosystems should be identified.

The issue of collocation, in an increasingly used narrow marine area, such as the Channel, makes it vital that *collective activities are identified and managed appropriately*.

The methodologies developed by the MERiFIC, LICCo and PORTONOVO projects will provide further tools to better manage different activities and ecosystems more effectively, and will be particularly relevant in areas where two or more activities are collocated.

- The projects' tools should be tested:
 - in co-location scenarios to identify their impact on conflict between uses and users of the marine ecosystem at different scales
 - for their applicability in areas where activities are excluded or restricted to better manage/maintain an ecosystem at risk from human activities or the impacts of climate change.

The ongoing research of the VALMER project, on the use of an ecosystem services approach, will produce methods to improve management and provide an improved evidence base for management, by highlighting the relationship between ecosystems and human activities.

- The applicability of the projects findings should be tested in diverse ecosystems, and by different stakeholders.
- A range of scenarios should be tested to identify economic impacts and environmental consequences of different management decisions.

The PEGASEAS cluster projects have all developed methodologies which may be applicable to different geographic areas or ecosystems and further research is required to test their applicability in that way; best practices should be exchange across the different projects and activities.

Authors: Carpenter Angela (Plymouth University), Germain Laurent (Agence des aires marines protégées),

Petit Laëtitia (Agence des aires marines protégées)