

NOTES

Marine Spatial Planning for the Falkland Islands

Special steering committee meeting

November, 11th 2015, 9-10am

At SAERI, Stanley cottage



At the last steering committee meeting, members recommended to organise a special meeting specifically to look at implementation and stakeholder support for MSP and have a focus discussion. These notes summarise the discussions that took place during this meeting.

Attendees:

Project team:

- Amélie Augé (SAERI)
- Paul Brickle (SAERI)

Steering committee members:

- Sasha Arkhipin (FIG Fisheries Department)
- Paul Brewin (Shallow Marine Surveys Group/Sough Georgia and South Sandwich Islands Government)
- Jon Boot or Tim Martin (Falkland Islands Petroleum Licenses Association)
- Bill Dawson (Royal Navy)
- Stephanie Middleton (FI Tourism Board)
- Chris Locke (FIG Fisheries Department)
- Ben Lascelles (BridLife International)
- Andy Pollard (Falkland Islands Fishing Companies Association)
- Nick Rendell (FIG Environmental Department)
- Andy Stanworth (Falklands Conservation)
- Phil Trathan (British Antarctic Survey)

Apologies: Sasha Arkhipin, Tim Martin, Stephanie Middleton, Ben Lascelles, Phil Trathan, Paul Brewin, Jon Boot

Tom Clarence-Smith (FIPLA chairman) attended the meeting.

Items for this meeting were:

1. Greet
2. Introduction to today's meeting
3. Feedbacks on Environmental Committee presentation
4. MSP implementation option (MSP forum, science team, MSP authority)
5. Stakeholder support statement
6. Further comments?

Notes

1. *Feedbacks on Environmental Committee presentation*

A quick summary of the presentation given at the Environmental Committee was shown. The steering committee agreed that the examples of benefits are now more powerful (benefits already gained e.g. new critical data such as shipping data, voluntary changes such as navy exercise areas, stakeholder engagement, in-depth analyses for instance marine biosecurity, and to be gained if MSP is taken up such as zoning plan for Berkeley Sound and limitation of maritime accident and oil spills risks). It was agreed that they demonstrate how MSP will provide an evidence-based risk management for the marine environment. The area that MSP can legally officiate upon is 12nm (i.e. where the Falklands Government can apply laws) but there are ways to manage the rest of the EEZ, for instance through licences for commercial activities.

2. *Records of maritime accidents/near-misses*

There was discussion on maritime accidents and it was highlighted that there has not been any systematic record of accidents or near-misses until now. Therefore this is something that should be part of an MSP process. The suggestion of collating past accidents because it would show potential areas with a higher risk for maritime safety was well received but this will require time and resources, particularly employing someone to gather all the information and gather information from people's experience. The number of old wrecks was pointed as a good indicator that the Falklands have numerous navigational hazard areas (pictures of wrecks will enhance presentations along with more contemporary accidents).

3. *MSP implementation option*

The implementation framework option was presented as in Figure 1. It depicts how the MSP process could be implemented in the Falklands, at least for the 2 first years to produce the first MSP Plan.

A question was raised about compliance and monitoring of MSP management actions. This is something that will also require time if the recommendations are legislated. The "take up" step between the Plan and the Government will be a cost and will have to be better defined.

The Marine Officer, who will be the lead of the Maritime Harbour Authority, will likely take the lead on the MSP Plan for the Government. MSP will be an extra responsibility for the Marine Officer. A new deputy marine officer will be recruited next year and it was suggested that perhaps this new officer could be someone who has experience with MSP, or at least a good maritime policy understanding. There should be an opportunity to work with the Marine Officer to influence this.

A draft budget to implement MSP in the Falklands for the next 2 years was shown. The direct costs were agreed but a clear need to cost the expenses within Government (e.g. for the Marine Officer) was seen as crucial, in particular for the ExCo paper.

The Director of Emergency Services could also be contacted as a stakeholder as their services may benefit from a coordinated MSP as well.

The oil preparedness funding was a source of funds to contribute to MSP that was mentioned.

4. *Advice for the Executive Committee (ExCo) paper*

Avoiding jargon is important to ensure that the ExCo members will fully understand the facts and recommendations made in the paper.

The paper needs to contain very strong points on:

- How much it will cost the Gvt, including extra responsibilities on existing positions
- The benefits to gain for that money (e.g. data, stakeholders)
- The cost-savings for the Gvt (for instance costs of having this process done separately by each Department without the added coordination proposed by MSP, the cost of avoiding an oil spill, etc). The tourism industry could also be used to cost the value of MSP and the cost-saving it incurs. It was suggested to check with the Shetlands' team to see if they have calculated these savings already.

The Darwin-Plus has already provided large benefits for the Gvt at no costs.

A number of other potential benefits that MSP will bring the Islands were mentioned (e.g. search and rescue effort for instance in harbours, analyses of oiled penguins in relation to ship traffic). It was pointed out that the possibilities for benefits from MSP are endless and that the centralisation of knowledge, stakeholders and data is of utmost importance for a coordinated management of the marine environment.

5. *Stakeholder support statement*

The MSP steering committee agreed that they fully support the implementation of the MSP process, including the implementation option presented. Their support and engagement in the process can be demonstrated with the number of steering committee meetings, attendance at workshops, individual meetings etc, and is well documented in the meeting notes and other documents all available on the MSP webpage <http://south-atlantic-research.org/research/current-research/marine-spatial-planning>. The members did not think that a separate letter of support or statement attached to the ExCo paper would be more valuable as everything has already been recorded.

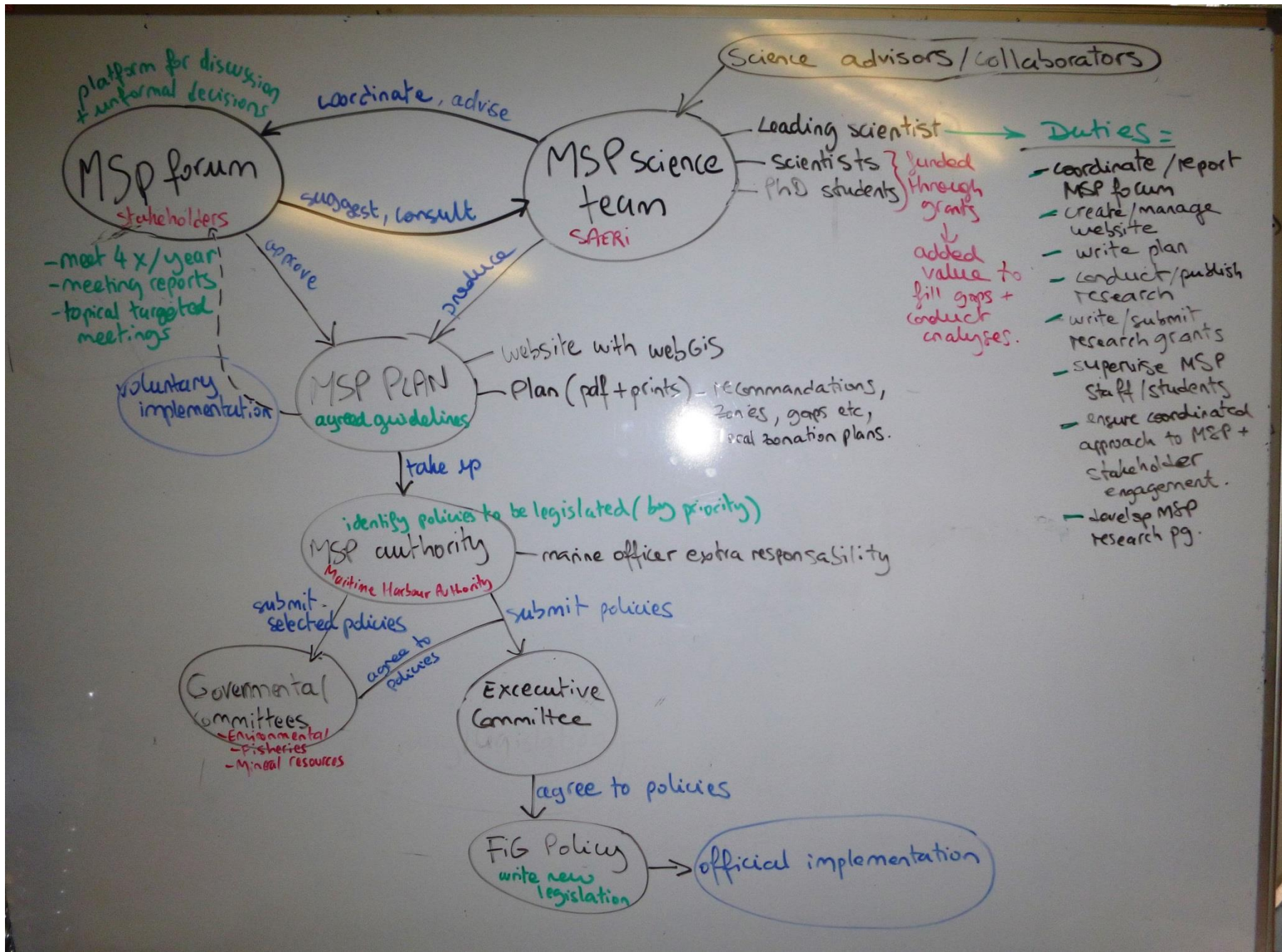


Figure 1: Implementation framework suggested for MSP in the Falkland Islands