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# OUR COAST

ICZM in Europe

## INTEGRATED COASTAL ZONE MANAGEMENT

## PARTICIPATION PRACTICES IN EUROPE

Waterbouwkundig Laboratorium  
Borgerhout  
BIBLIOTHEEK



European Commission

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# Foreword

Because of their importance and beauty, Europe's coastal zones are intensively used. At many locations this has caused problems of deterioration of the coastal zone's environmental, socio-economic and cultural resources. Since the nineties, the European Commission in close co-operation with the EU coastal Member States and regions, has been working to identify and promote measures to remedy this deterioration and to improve the overall situation.

An explanation for coastal deterioration is often that developments have been dominated by different competing sectors, such as housing, tourism, port and industrial development, fisheries, and nature conservation. If one of these sectors becomes too dominant, this may lead to an unsustainable coastal development with high costs for restoration in the longer term. Because of the drawbacks of a purely sectoral approach, today, many coastal authorities in Europe use an integrated planning approach for the sustainable economic development of their coast and its limited resources. Integrated coastal zone management (ICZM) is an integrated approach that has already proven its benefits compared to a purely sectoral approach.

All around Europe, there are many efforts being made to implement ICZM and many lessons could be taken from others' experiences if they were more easily accessible. This is why the European Commission started the OURCOAST initiative which aims to share and make accessible European ICZM experiences and practices to those who are seeking sustainable solutions to their coastal management practices.

One of the key differences between a purely sectoral and an integrated approach is participation. This implies that the interests of all relevant stakeholders are taken into account when decisions are being made in the coastal planning process. However, when the process is truly participatory, rather than consultative, it can be a large task. The OURCOAST initiative has found many cases that show good examples of participation in practice. This brochure, which is the first in a series of three thematic brochures, describes these examples and shows what we can learn from the collected cases.



*by Birgit Snoeren,  
European Commission,  
Directorate-General Environment*

# OURCOAST *in brief...*

**OURCOAST is a three-year initiative commissioned by the Directorate-General (DG) Environment of the European Commission to support and ensure the exchange of experiences and best practices in integrated coastal zone management (ICZM).**

The overall objective of OURCOAST is to create an information base and basis that will further support implementation of ICZM in coastal areas by the establishment of long-lasting information mechanisms. Through OURCOAST, the European Commission aims to ensure that lessons learned on ICZM can be shared by and are made accessible to, those who are seeking sustainable solutions to their coastal management issues. This initiative was made possible thanks to the European Parliament that voted a dedicated resource for this purpose into the EU budget in 2008.

From around Europe, 350 case study summaries have been collected. These case studies of practice involving different aspects of ICZM show that an integrated approach to the management of coastal issues is beneficial, achievable and that it has added-value over a purely sectoral approach.

OURCOAST will focus in particular on three strategic policy objectives: adaptation to risks and the impacts of climate change, sustainable use of resources and sustainable economic growth. Within each of these strategic objectives, eight themes have been selected which are representative of overall European Commission policy objectives. These embrace many of the Key Approaches required for 'good territorial governance' (i.e integration, participation, knowledge-based, eco-system based, socio-economic and technical processes). More details are given on page 6 and 7.

## **ADAPTATION TO RISK:**

1. Managing impacts of climate change and safeguarding resilience of coasts/coastal systems;
2. Preparing for, preventing and managing natural hazards and technological (human made) hazards;
3. Integrating coherent strategies covering the risk-dimension (prevention to response) into planning and investment

## **SUSTAINABLE USE OF RESOURCES:**

4. Preserving the coastal and marine environment (its functioning and integrity) to share space;
5. Sound use of resources and promotion of less resource intensive processes/products.

## **SUSTAINABLE ECONOMIC GROWTH:**

6. Developing the coastal zone of Europe's regional seas sustainably;
7. Balancing economic, social, and cultural development whilst enhancing environment and managing impacts from coastal activities;
8. Improving competitiveness.

In order to make all these experiences in ICZM accessible, OURCOAST is developing and establishing a multi-lingual, searchable Europe-wide ICZM database freely accessible to the broad coastal and marine communities through:



<http://ec.europa.eu/environment/iczm/ourcoast.htm>

Here, experiences and best practices in ICZM are presented in the form of case studies that can be searched by:

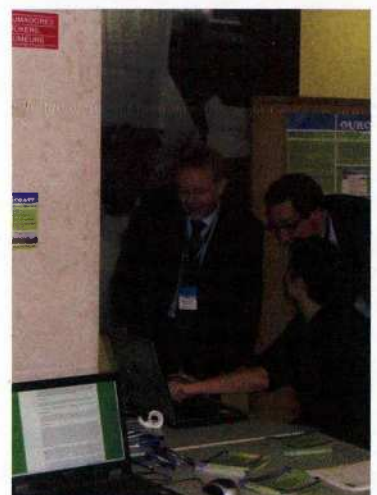
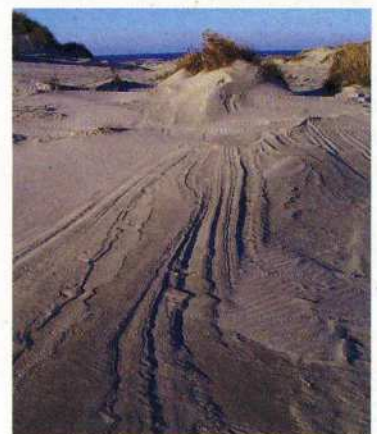
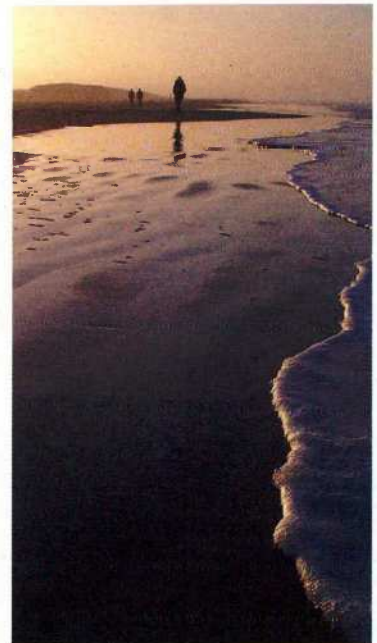
- ✓ Geographical Selection
- ✓ Themes
- ✓ Key Approaches, and
- ✓ Free search.

Each case study is described in a two page English summary. The source documents are referenced and, whenever possible, are downloadable in their original language. The information content of each case study summary is quality-checked by an expert or competent person associated with the case.

OURCOAST is an ongoing initiative that will be continuously available on the European Commission Environment (ICZM) website.

It is expected that ICZM case studies will be added, used and that the OURCOAST community will keep on growing. Please provide your views, feedback and become active part in the implementation and development of ICZM in EUROPE!!

**Join OURCOAST !**



# Supporting good ICZM governance - the thematic approach

**Lack of integration of ICZM into different levels of the administration (local, regional, national), weak law enforcement, and existence of fragmented policies affecting coastal areas have been the main constraints in Europe to the implementation of ICZM. Because ICZM is a cross-cutting issue, it impinges on a number of different governmental ministries. Moreover 'good' governance in ICZM implies better understanding of the ICZM process where emphasis on co-ordination of policies, sectors, development objectives, stakeholders and individual interests is required.**

The OURCOAST initiative intends to bring a better insight through the collection of past and existing experiences with ICZM in the EU that are based upon strategic policy objectives, key approaches and tools. Each of the OURCOAST case studies is grouped under one of the Themes has been addressed from the main question of the approaches or tools used. They are presented in such a way as to highlight the reasons why the tools used were effective and what pitfalls there were which can be avoided when they are transferred elsewhere.

## **EU Policies context**

The three Themes falling under "Adaptation to Risk" take into consideration e.g. the Floods Directive, the Water Framework Directive and legislation relating to climate change issues e.g. the White Paper. The strategic policy objective "Sustainable Use of Resources" has two Themes which look at cases that fall e.g. under the Habitats and Birds Directives, and Natura 2000. The three Themes that fall under the third strategic policy objective, "Sustainable Economic Growth", look at areas like sustainable tourism, port development and its related legislation. Other aspects of European legislation relating to these Themes like Strategic Environmental Assessments are also covered.

## **Key Approaches**

In order for a meaningful analysis to be conducted and appropriate lessons teased out, a number of Key Approaches have been examined within the selected eight OURCOAST Themes. These "processes" are grouped as follows:

### **i) Integration**

Integration refers to the ways that ICZM is being organised, integrated and implemented across different layers of governance. This include aspects such as: policy integration; spatial integration (land-sea, co-operation areas); co-ordination (institutional); inter-regional integration/co-operation; inter-sectoral approach; inter-strategic approach (WFD, MSFD etc); policy coherence; and ensuring sufficient human and financial resources and competences.

## ii) Participation

Participation is the way that the general public and interested stakeholders are being involved in ICZM implementation. This includes aspects such as: sharing of information; transparent communication, consensus-building under stakeholders and the general public, and informed decision-making.

## iii) Knowledge-based

This refers to the types of knowledge that are available for ICZM decision-makers. This includes aspects such as: assessment / evaluation; evolving with scientific knowledge; indigenous and local knowledge; language and comprehension; fragmentation of knowledge.

## iv) Eco-systems based approach

This approach refers to the application of a management system that is based upon an integrated, science-based approach aiming to sustain the health, resilience and diversity of whole ecosystems while allowing for sustainable use by humans of the goods and services these ecosystems may provide. This includes aspects such as: integrated management; equitable use of resources; promotion of conservation; cultural diversity; sediment management; adaptive management enforcement.

## v) Socio-economic

The socio-economic approach refers to benefits that accrue to society and to the economic development of that society as a result of the ICZM approaches taken. These benefits will, generally, have been determined in advance of the work being conducted and the potential results factored into the methodology used. This includes such things as sustainable tourism, sustainable agricultural practices and will more widely embrace reducing market distortions; enhancing cultural diversity and natural heritage; ecosystems services and funding mechanisms.

## vi) Technical

This key approach includes aspects at the operational and technical levels.

### *In practice it means...*

Each Key Approach can contain different specific tools, such as planning tools, co-ordination mechanisms, economic instruments and or technical methodologies, to name just a few. One specific ICZM-tool can be applicable under different Key Approaches. And also: one Key Approach can be used in cases that fall under different Themes. There is no strict division in Themes, Cases, Key Approaches and tools: depending on the specific case under consideration; different combinations and classifications are possible.



## This publication

This thematic brochure is dedicated to share experiences and best practices dealing with stakeholder and public **participation**, one of the key approaches for 'good territorial governance'. It discusses the stakeholder requirements for coastal management, participatory roles in ICZM and is 'illustrated' by practical examples collected throughout Europe.

All of these can be found in the form of case studies that are available in the **OURCOAST ICZM** database!

# Stakeholder Involvement in Coastal Management

Over geological time natural coastal processes have shaped our coastline to provide a landscape of great diversity and beauty. Coastal residents and visitors enjoy the coast for tourism and leisure whilst for some businesses coastal locations are essential. Coastal stakeholders are becoming increasingly interested in ICZM, a way of resolving issues relating to their concerns about such issues as development pressures, environmental damage and more recently the potential impacts of coastal climate change. With over 150 organisations having an involvement in a diverse range of coastal issues their inter-relationships are complex and require explanation, in non-technical language, for those living and working in coastal zones.

A greater understanding of how the European coastline is likely to evolve over the next 100 years through projects such as the European Commission's "EUROSION" project (2004) and, in England, "Futurecoast" (2002), and "Coastal erosion risk information" (Environment Agency, 2010), has meant that information on coastal hazards such as erosion, instability and flooding and the resulting risks to coastal communities is now being published in plans and strategies in the public domain. It is necessary to translate technical data and reports into information that can be readily understood by those living on the coast in order to commence planning at a local level for the impacts of coastal climate change upon local communities and economies.

The need for a participatory approach to coastal management was highlighted by the European Commission in the late 1990s when it published the results of its "Demonstration Programme on the Integrated Management of Coastal Zones"; this Programme drew on practical experiences from 35 case study areas across the European Union. Since then coastal zone management has been progressed in most member states following the European Parliament's "Recommendation on ICZM" (2002) and "Communication on ICZM" (2007).

Coastal stakeholders, particularly home-owners, have often lived on the coast for many years and have been attracted by its environment and tranquillity. Residents are also often very knowledgeable about their part of the coastline and are, therefore, well placed to contribute to discussions on how it should be managed in the future. Residents have a vested interest in future management particularly if difficult choices have to be made on the sustainability of coastal defences; policies can only be successfully implemented, therefore, with full stakeholder participation and support.

In some countries coastal partnerships have developed over the last twenty years and often these have provided suitable opportunities to maximise public participation following a 'bottom-up' approach. In the United Kingdom, for example, over sixty voluntary coastal or estuary partnerships have developed over the last twenty years and many provide excellent opportunities for public participation at the local level. Such partnerships are well placed to address the main requirements of stakeholders in relation to ICZM. These include up-to-date information about their locality, key topics being investigated, activities and events as well as considering the subject of coastal risks.

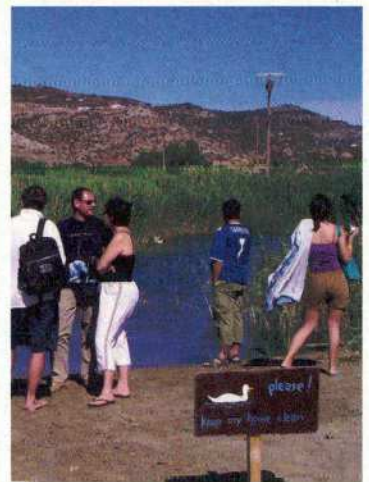


Risk is a significant concern, particularly with the amount of news coverage of natural disasters such as flooding, erosion and landslip and the awareness that climate change will be speeding up these processes. Participation is vital for the stakeholder in understanding how his or her property and assets, or their community, may be affected over time. Risk management plans such as the Shoreline Management Plans (SMPs), currently being revised and updated in England, provide a forward-looking risk management policy for each coastal frontage for the next 100 years and involve extensive stakeholder engagement.

It is increasingly being recognised that a change in approach in one aspect of coastal management from 'coastal defence' to 'coastal risk management' is essential, as it is no longer possible, in the context of climate change to defend all those sections of coastline that have been protected in the past for economic, environmental and technical reasons. However, communication of such messages to stakeholders, who may find their property, community or business will no longer be defended, presents a significant communications challenge. The answer is to involve stakeholders from the start of studies and investigations using workshops, exhibitions and newsletters which are provided in a non-technical language. By involving stakeholder representatives in this way, the reasoning behind decision-making can be clearly explained with local residents and communities helping to shape their future and to adapt to changing conditions.

In England an initiative of the government (Defra, 2009) has involved funding of 15 'Coastal Pathfinder projects', which will explore different approaches to adaptation to coastal change through close-working within affected communities; the results of the Pathfinder projects, which will be completed in 2011, will inform the government's 'Coastal change Policy'. Initiatives such as this, relying heavily on community participation and raising public awareness, support the overall aims and objectives of the European Commission's **OURCOAST** initiative.

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# Participation

## Why is participation important?

Stakeholder participation, including that of the general public, is considered to be an essential part of ICZM demonstrating its value in the involvement in management decisions. It is a process which includes aspects such as: investing in respectful relationships, sharing of information; transparent communication, consensus building and informed decision-making.

The increasing interest and efforts towards an integrated approach in coastal management requires participation. In the situation where local communities are faced with national government decisions in which they have had no say, lack of understanding can quickly lead to feelings of resentment. 'Ownership' of a project or an initiative has proven to be all-important.

Although there is now a large consensus about the importance of actively involving stakeholders and local people for achieving a sound management of coastal zones, the nature and extent of public input is generally left to the discretion of local authorities and is often limited.

The participative process generally takes a longer time since either consensus needs to be reached or all viewpoints need to be heard and considered. However, it leads to less conflict between the involved parties. Participation is also difficult to sustain in the long term, with risk of fatigue by stakeholders. Nonetheless, participation procedures should now be integrated into the technical process and mechanisms clearly related to the style and purpose of the project.

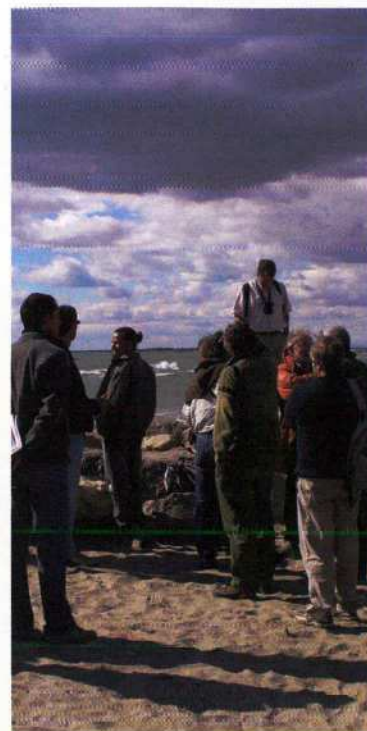
Integrated management requires a partnership at all levels. This partnership is needed particularly at the level of national and regional government departments and agencies. Public participation at all levels requires careful planning, using special mechanisms, but at the same time it should be kept as simple as possible. It is required to encourage different stakeholders and authorities to participate.

# Practices in Europe

## Mechanisms of participation

Does sufficient participation exist in Europe? Do stakeholders and authorities together with the public participate in the process of participation? Europe, by being so culturally diverse, experiences the participation in different ways from one country to the other. Nevertheless, there is still a lot that these countries could learn from each other. From the practices collected in various countries across Europe, it can be shown how important and diverse is the function of participation by different groups in the process – local authority, research groups, NGOs, business etc. Some of the examples of participation across Europe are presented here to you with the objective to learn about these experiences and to realise, indeed, how important participation is for successful ICZM. Participation: it makes things work! But how to do it?

There are many different ways of public participation from basically informing the public, to public involvement and/or their full total participation, as it will be illustrated in the following examples.



## (a) Informing the public

In **Spain** a national travelling exhibition on Coastal Management has been carried out to provide citizens of the different coastal municipalities with the fundamental concepts on the coastal zone and its management. The final aim is to raise social awareness on the protection and preserving the coastal area. This ICZM initiative was conducted based on the information, education and awareness of the society concerning the coastal zone and its management with the aim of promoting its preservation. It planned to inform the coastal populations about the coastal system, its current state, the threats affecting it, the coastal legislation, the Maritime-Terrestrial Public Domain and the Integration of Coastal Zone Management. The foreseen objectives have been achieved as the exhibition has covered the whole Spanish territory and a very large number of its residents have been informed and educated in the fundamental concepts of the coastal zone and its management to increase social awareness on its protection. The exhibition took place in 7 municipalities: the Spanish capital (Madrid), 3 north Atlantic coastal areas (La Coruña, Vigo and Santander), 1 south Atlantic coastal municipality (Huelva) and 2 Mediterranean coastal areas (Almeria and Malaga). Neighbouring coastal municipalities were also invited to attend. An average of 600-700 visitors per day visited the exhibition during the 11 days it remained in each city, reaching a final average of 6,600-7,700 visitors per city. The objectives were achieved within the designated schedule.

### Case Study: National travelling exhibition on coastal management (Spain)

#### **Context**

The Spanish coast has important cultural, ecological and landscape values. Nowadays, 32% of the total population is living in coastal areas which are subject to an enormous pressure due to urban expansion and the different socio-economic activities. Besides that, competences on the coastal zone are shared between different sectoral administrations at the national, regional and local level. The competence on coastal management is held by the *Dirección General de Sostenibilidad de la Costa y del Mar*. The problems and issues for which this initiative has been developed are related to massive, unplanned and unsustainable occupation of the coastal zone, deterioration of coastal ecosystems, coastal erosion, climate change effects, lack of knowledge on the coastal zones, unco-ordinated decision-making, and insufficient public participation in the decision-making process. This initiative has been promoted by the national level and implemented at the local level.

#### **ICZM tools**

The initiative is an information, education and social awareness tool. The exhibition includes 5 classrooms in which several issues are dealt with in an easy, accessible and attractive way. Appealing and modern formats are used in order to capture the visitor's interest, such as scale models, plasma screens, glass floors with scale models underneath, collages Plexiglas and aluminium scale models, water screens, virtual people, etc. Finally, a final summary on the current situation of the Spanish coast is presented by two experts, one from the Spanish Sustainability Observatory and the other a Full Professor on Environmental Sciences and an IPCC collaborator.

In **Germany** a communication strategy was developed to inform inhabitants of flood-prone areas at the North Sea coast about the risks of flooding, to raise awareness of the public and decision-makers. The aims were to develop a communication strategy for information about storm flood risks in Schleswig-Holstein that addresses the information needs and wishes of people. Awareness was to be raised for coastal protection to lower the risks for residents in flood-prone areas. An information booklet on storm flood risks and protection measures was developed based on recommendations from the analysis. An impact study evaluated the public perception of the booklet, of storm flood risks and protective measures, about climate change impact and participatory action in two separate questionnaires. Based on all results and findings a communication strategy was developed and a travelling exhibition was produced, including recommendations from mixed target groups.



### Case Study: The informed society – methods to inform society about coastal risks (Germany)

#### Context

Almost a quarter of Schleswig-Holstein is flood-prone, at the North Sea and Elbe estuary that is an area less than 5 metres above sea level, at the Baltic Sea coast less than 3 metres. People tend to become indifferent to risks when they have chosen to take the risk to live in a flood-prone area. An earlier study about risk perception in St. Peter-Ording had revealed an information deficit, a lack of preparedness, and the wish of people to participate in coastal defence planning and action. Only a well informed society is convinced to take protective measures and to participate in decision-making processes concerning coastal protection. Acceptance of protective measures rises with the grade of information about risks in the population. Information material and exhibitions on storm floods and storm flood protection exist.

#### ICZM tools

Existing communication strategies, material, and exhibitions in partner countries and Germany were researched and literature on the topic was analysed. Recommendations for risk communication are to focus communication on personal affectedness and on the effectiveness of preventive measures that people can take themselves. Current risks should therefore be pronounced to re-sensitise people. Risks should be described clearly and manageable, not stressing dangers more than necessary (which could rather result in a feeling of helplessness). Photos and illustrations provide intuitive access to scientific contents and the description of measures taken by authorities. Sources for further and more detailed information shall be given, contact persons named. The quality of the information and the sources stress the trustworthiness of the information given. The general public in selected communities at North and Baltic Sea was asked to evaluate the booklet and state their knowledge about coastal protection, about their own preventive action and participation in decision-making about storm flood protection. Based on the feedback received the strategy has been developed.



## (b) Involving the public

A slightly more intense way of participation compared to just informing, is the actual involvement of stakeholders in the decision preparation.

Focus groups were used in **Estonia** as a means of bridging the gap between major stakeholders concerning decisions of river basin management. Nine focus groups in the Emajõgi basin helped to collect public input into developing solutions of water management problems. They proved to be an effective approach that could be used especially at the planning stage to collect opinions of stakeholders about major issues in a river basin. Focus groups have proven to be a suitable method to use as a participatory method in different socio-economic, cultural and political situations although they have largely been confined to the social sciences. Therefore, the approach was used to achieve higher public participation in water management planning. Focus groups proved also to be an effective approach that could be used in the water management planning stage to collect opinions of stakeholders about major issues in a river basin. They helped to increase an awareness of water issues among participants and the participants had an opportunity to voice their own opinions. It was found that taking the focus group members from already existing networks was helpful since they can then be used as the contact persons. Focus group participants, with a homogeneous background, are also more inclined to share their opinions with each other. Therefore, it is understandable that discussions in a pre-existing network are more lively and open. This also contributes to stimulate an informal atmosphere for discussion.





## Case Study: Focus groups as an innovative method of public participation (Estonia)

### Context

The Emajõgi River is 101 kilometres long with 10 rural municipalities (average population of 1000-2500) and one city (100,000 inhabitants) lying near the river. There are extensive untouched natural areas with two wetland nature reserves. Public participation has gained wide recognition as a key principle for modern environmental resource management. However, in most central and eastern European countries, there is not a long history of public participation. One major problem is that amongst ICZM managers there is not enough knowledge about practical and effective approaches to public participation and empowerment or about the tools that enable the public to make informed decisions in coastal management issues. There is also little awareness of the different methods and channels which are available for the involvement of various stakeholder groups.

A Focus group is still a rather unknown management tool within ICZM as it is more often used in market and social science situations. It is a planned discussion among a small group of people on a specific topic. Information is obtained through a social interaction setting, and the group situation allows individuals to use the ideas of others as cues to more fully elicit their own views.

### ICZM tools

Focus Groups can be widely defined as groups that have been designed to obtain perceptions on a defined area of interest in a permissive, non-threatening environment. They can be a suitable method for getting a brief understanding of an area not previously covered. It is generally a planned discussion among a group of six to eight people on a specific topic which lasts one to one and a half hours. In a relaxed atmosphere and with the guidance of a moderator, a group share their ideas and perceptions. The group members influence each other by responding to the ideas and comments of others. For the participants this methodology offers an excellent possibility to learn from the experience of the other group members. The advantages of the group setting are that it is possible to obtain information more quickly because people can use the ideas of others to express their own opinion more clearly and information obtained is by social interaction.

In 2003, Peipsi Centre for Trans-boundary Co-operation conducted 9 focus groups on water management issues with all the major stakeholders in a river basin. The discussions involved environmental organizations, schoolchildren, owners of recreation homes, fishermen, farmers, officials from local authorities, water recreation groups, NGOs and people from the water tourism companies. Focus groups demand detailed planning from the beginning and a flexible time schedule during the process.



In **Ireland**, the Bere Island Conservation Plan is an integrated strategy to ensure the long-term, wise-use and sustainability of the island's natural and built heritage. The development of the plan involved co-operation between the islanders, Cork County Council and the Heritage Council. The plan includes policies for agriculture, maritime activities, tourism and heritage. To develop a Conservation Plan for the island that would address both heritage conservation and the sustainable development of the island, taking into account the environmental, social and economic aspects of future developments. The sustainability of any proposed development now has to be assessed using a framework included in the Conservation Plan. Any proposed development must establish whether it will contribute to the sustainable future of the island community or whether it will have a detrimental impact on the island's heritage and resources. In order to do this, the proposed development has to identify the characteristics of the development in terms of the temporary and permanent impacts at all phases of the development e.g. emissions and discharges (including solid waste); land take or use of resources and infrastructure. The overall sustainability has to be evaluated in terms of its positive or negative impact on the environment and heritage of the island; its impact on infrastructure and resources; the creation of employment and the compliance with the 'Islanders' Vision' for the future. If negative impacts are identified, the developer has to propose measures to neutralise/minimise the impact. Only then can a decision be made as to whether the proposed development is considered sustainable and proceed. The development and agreement of this Plan demonstrates the ability of local communities to work with State agencies, government departments and local authorities in planning for the future. This could only be achieved through involvement of all stakeholders.







## Case Study: Local communities working together with State agencies to plan a sustainable future, Bere Island (Ireland)

### Context

Bere Island lies approximately 1.5km off Castletownbere in Bantry Bay on the south-west coast of Ireland. It is approximately 9.5km long by 3km wide and ca. 18.5km<sup>2</sup> in area. The physical characteristics of the Island are similar to the undulating mountainous character of the Beara Peninsula on the mainland. The predominant habitats are species-rich, peaty grasslands and heathland. Land use is dominated by extensive agriculture with ca. 1,600 hectares available for farming; predominantly animal husbandry, particularly sheep. Current commercial fishery activities are based principally on aquaculture (mainly salmon), shellfish farming (abalone, scallops, urchins, rope mussels) and the harvesting of seaweed. Tourism is another important economic activity – the population of ca. 200 trebles in the summer. The importance of the Island's natural and cultural heritage lies in the diverse habitats and historic buildings found on the island and the lifestyle and traditions valued by the islanders.

The Bere Island population is declining and the number of permanent residents is currently at the threshold level for sustaining a viable community. Significant development is required to sustain the existing population and to attract additional permanent residents if a viable and vibrant community is to remain on the Island into the future.

### ICZM tools

The significance of Bere Island, as the Plan reveals, is due to the presence of a mosaic of different aspects of its heritage, both built and natural. Since any impact on one will impact upon the others, an integrated management strategy was required. For the purposes of the Plan, the term conservation was interpreted as meaning 'wise use'. Since the natural and cultural heritage of the island was largely unrecorded, unprotected and unmaintained, there was concern among some of the islanders that 'development' would have a negative impact on the island's heritage. Conversely, there was a perception that heritage conservation would effectively limit the potential for development on the island and thus negatively impact on the long-term viability of the island population. From this potential conflict of interest was born the concept of a Conservation Plan for the island that would address both heritage conservation and the sustainable development of the island, taking into account the environmental, social and economic aspects of future developments. It is not an economic development plan for the island but a framework within which any subsequent development plan should operate. The purpose of the Conservation Plan is to assist the community and various agencies to conserve the island's heritage; plan a sustainable future for the island and deliver the 'Islanders' Vision' of Bere Island's future. The Bere Island Community has approved the Conservation Plan and is now working on the implementation of the policies proposed. A co-ordinator has been in place since 2004 to progress this work.

## (c) Partnerships

An even higher step on the “participation ladder” are so-called partnerships. Partnerships can be simply two organizations collaborating or a group of organisations or everybody – these are highlighted by the following examples.

In Cork Harbour in **Ireland** the integration of risk associated with climate change is being achieved through the establishment of a strategic alliance between the local authority and multi-disciplinary academic experts. This innovative relationship resulted in the adaptation of an Integrated Harbour Management Strategy set up with the consensus of stakeholders, and a strengthening link between science and policy at the local level. The interaction between the academic and local authority staff was favoured by their physical proximity. Both were motivated by the success of previous ICZM approaches. Other alliances of this nature have now been set up in **Belgium, France and the UK.**



### **Case Study: Towards a more balanced management of a harbour through a Local Authority-Academic Couplet, Cork (Ireland)**

#### **Context**

Cork Harbour is a large natural harbour on the southern coast of Ireland. It is of considerable importance to the socio-economic well being of County Cork and the surrounding region. It is the second largest port in Ireland, is a hub for global pharmaceutical and food-processing industries and has also a long tradition of recreation use, including sailing, fishing and power boating. All of these activities are of vital importance to the society and economy of Cork and surrounding region but also for the national economy. The Harbour is designated as both a Special Protection Area for birds and a Ramsar Wetland Site of International Importance. The areas of salt marsh habitats and inter-tidal mudflats are also designated as a Special Area of Conservation.

There was a recognised need for balancing the development and conservation needs of different stakeholders in this multiple use harbour due to the potential for tension and conflicts of interests between users. The most important issues arising were the impact of industries and land use activities (in Brownfield sites, water quality, atmospheric pollution); catchments land use (urbanisation and infrastructure development, land use changes); Maritime Spatial Planning (port development, aquaculture & fisheries, maritime transport); Maritime heritage, recreation and tourism (carrying capacity); and coastal flooding and erosion (impacts of climate change). The implementation of the strategic alliance approach was at a local scale with comprehensive regulatory body involvement.

#### **ICZM tools**

A strategic alliance between the local authority and academic experts was established with direct interaction on a regular basis. Discussions included, planning, technical measures and research tools. New knowledge of physical, social and economical attributes of Cork Harbour was generated through various studies that were mutually agreed. These involved a multi-disciplinary approach, with collaborative input of geographers, engineers, environmental scientists, geo-morphologists, legal experts and GIS IT specialists. Recommendations were made and discussed with planners who added value to the research process by contributing their local knowledge, professional experience and appreciation of political realities to the equation. The ultimate outcome was the publication of an Integrated Management Strategy for Cork Harbour in 2008. There was stakeholder consensus by means of a multi-stakeholder Forum underpinned by the couplet relationship.

The B7 is a co-operation of the seven largest islands in the **Baltic Sea** from five different countries that started in 1989. They are co-operating as a unit to influence developments for their common good. The benefits and opportunities were deemed to be a better promotion of island issues at national and international level through more effective lobbying; improved exchange of experiences and ideas; enhanced abilities to develop inter-regional programmes, projects and focus groups; and as an organization that works at the political, public official and grassroots levels. The B7 aims at using its strengths to promote the strategic goals of the islands and serve the interests of their islanders. The organisation enables high level meetings with the Prime Ministers of the island representative countries. As the Chair can be rotated, it can coincide with the country hosting the EU Presidency. By having a Brussels representative, it can also meet with officials from the EU/EC, particularly targeting the policies aimed at territorial cohesion. Each year, the chair organises a programme in Brussels for the B7 politicians and senior officials to meet with key actors from EU institutions to discuss EU policy and actions relating to islands. Thus, the B7 can influence e.g. the EU Strategy for the Baltic Region (2009) which is to determine regional post-2013 funding. Many co-operation projects have been implemented between islands of the B7 in the areas of culture, EU accession, environment, energy, public service effectiveness, project management, health and welfare, tourism and education. It has successfully completed two Interreg IIC/Phare projects viz. SUSWAT and BEST (1998-2001). It is currently working with Sardinia in the Transplan project concerning energy and carbon neutrality funded by the EU Intelligent Energy Fund. From these projects Åland, Bornholm and Gotland have developed long-term energy strategies to 2025. The island tourism industries which have competed with each other for centuries are now working together to look at new markets and customers. They are analysing trends and market segmentation to produce winning strategies for all the islands.



### Case Study: International island co-operation, the Baltic Seven (Baltic region)

#### Context

The seven largest islands in the Baltic Sea began their co-operation in 1989. These are: Bornholm (East of Denmark, South of Sweden, and North of Poland), Gotland (Eastern Sweden), Hiiumaa (Estonia), Rügen (Eastern Germany) Saaremaa (Estonia), Öland (Eastern Sweden) and Åland Isles (Finland). They are called the B7 and have developed an organisation which enables them to have greater value by acting collectively than by operating individually. The benefits and opportunities were deemed to be a better promotion of island issues at national and international level through more effective lobbying; improved exchange of experiences and ideas; enhanced abilities to develop interregional programmes, projects and focus groups; and as an organisation that works at the political, public official and grassroots levels.

#### ICZM tools

Although the B7 has no legal status, it has a Charter which governs the operations of the co-operation. This Charter can be modified by the approval of the B7 Steering Committee. The two management bodies are supported by an Annual Conference, a Chairmanship, a Secretariat, Work groups, Focus Groups, a Facilitator and a Brussels Representation. In 2000, a rotating chairmanship and secretariat, which moves from island to island, was introduced.

The B7 has a Steering Committee which is made up of leading politicians from the islands, normally the mayor or governor. It is the political body of the B7 and provides the framework and direction of the B7 co-operation. It reviews and approves the B7 Strategy, policies, annual programme and annual budget of the B7 and meets at least twice per year as agreed in the annual programme. The Board is the management body and comprises senior executives from the public administrations. It plans, leads, organises, monitors, controls and evaluates the work of the B7 with the representatives from the other member islands. It reports on the activities of the B7 to the Steering Committee on a quarterly basis, including an executive summary and statement of accounts, meeting as agreed. Representation from four islands is needed to make a quorum for both bodies.

In the **UK**, Coastal Partnerships have been established around the coastline as a means of delivering ICZM, conserving habitats and resolving conflict. They are seen as having a wealth of experience in facilitating and providing ICZM at a local level as well as developing strong relationships and diverse networks with community user and stakeholder groups. The aim of coastal partnerships is to improve decision-making by government, private and civil society stakeholders at a local/regional level. Coastal Partnerships act as a regular forum or conference bringing together decision-makers with sectoral interest groups to debate current issues; they act as topic/focus groups to carry out specific tasks such as problem solving, report writing or policy development; and they develop communication mechanisms like workshops, websites, newsletters, and consultations involving government, private and voluntary sectors. Many partnerships in the UK have already been running for over 15 years and some have even become established as formal charities or companies. Coastal Partnerships have achieved change in policies, working practices, attitudes, actions undertaken, behaviour, and have had beneficial effects on society, environment and the economy e.g. they were the first organisations to bring together the variety of government bodies working on the landward and seaward side of the coastal zone, to make strategic assessments of important coastal issues in each place. They have also had practical achievements in areas of monitoring, assessment, surveillance, evaluation, research, technical or engineering solutions. They also raise awareness in coastal communities and promote community-based responsibility. Coastal partnerships, in general, deliver their objectives and within the agreed planning timescale.





### Case Study: Coastal Partnerships improve governance (UK)

#### Context

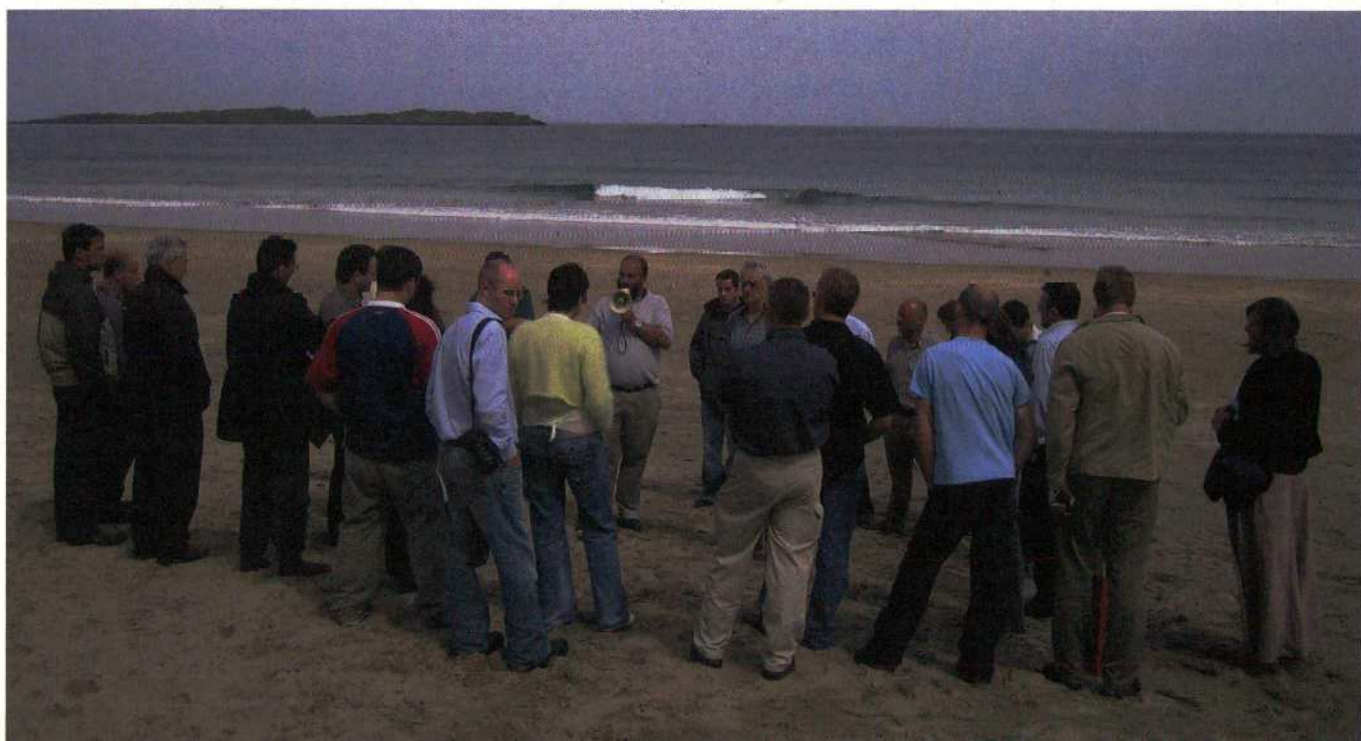
Over 1/3 of the population lives within 10km of the UK coastline and almost 1/3 is developed, yet over 2000km is still protected for its wildlife or landscape. The UK ports industry is almost 3 times larger than any other EU state. 40% of all manufacturing industry is sited close to the coast. Of the total amount of money spent by UK residents on tourism, nearly half is on coastal recreation.

The responsibility for managing coastal resources lies within a variety of sectors. Different institutional levels have statutory responsibilities depending on the sector and coastal issue concerned. A participatory process is required to ensure that all sectors with an interest in the coast work together - both horizontally (across sectors) and vertically (between institutional levels) - to ensure it is managed sustainably.

Since the early 1990s, over 60 Coastal Partnerships have been set up around the UK coast e.g. for estuaries, harbours, coastal regions. These partnership initiatives have evolved from a 'bottom-up' approach, with people involved from local communities, clubs and user groups to local authorities, statutory agencies, industries, water companies, port & harbour authorities and NGOs. They are largely non-statutory and voluntary.

#### ICZM tools

Partnerships are an example of full stakeholder participation. They are often responsible for drawing up agreed management plans and various strategies which the partners then implement.



## d) Cross-border co-operation

Cross-border co-operation between adjacent regions aims to develop cross-border social and economic centres through common development strategies.

The development of a sustainable, healthy and multi-functional water system that supports human needs in a shared estuary has been a focus in the Scheldt estuary. Here, the approach has taken into account safety against flooding, port accessibility, healthy and dynamic ecosystems and water quality. The **Dutch** and **Flemish** governments have, and are, jointly cooperating to develop policies, measures and approaches towards an integrated management of the estuary. A special project organisation, ProSes, has been created in order to draw up a 2010 Development Outline which aims at a more sustainable development, both from an environmental and socio-economic point of view, in the Scheldt estuary. This is being done in close consultation with all stakeholders and under the supervision of the Technical Scheldt Commission. The ProSes organisation and the Development Outline were the result of a new way of looking at the co-operation between countries and stakeholders. The making of the Development Outline was successful with, for example, a higher knowledge and understanding of the estuary of the Scheldt, bilateral networks on all levels, a legal framework for future co-operation and growing awareness of the public. Antwerp will be accessible to larger ships, safety against flooding will be enhanced and Nature will improve. This could only be achieved through cross-border co-operation.





## **Case Study: Cross border policy co-operation for sustainable development of an estuary – the Scheldt estuary (Belgium & The Netherlands)**

### **Context**

The Scheldt estuary is situated in northwest Belgium and southwest Netherlands basin. The Scheldt river has a length of 355 km and the total basin area is 21,863 km<sup>2</sup>, divided over France, Belgium and the Netherlands. The Scheldt estuary region is both an important agricultural and industrial area but is also of high ecological importance. The main functions of the Scheldt estuary are navigation, recreation and fisheries. The estuary forms the maritime access to the port of Antwerp which is one of the largest ports in the world. It is one of the few remaining European estuaries that includes the entire gradient from fresh to salt water tidal areas.

### **ICZM tools**

The governments of both countries adopted the overall targets in the Integral vision and in 2002, the 2010 Development Outline for the Scheldt estuary was started. The aim of the 2010 Development Outline was to define those projects and measures which, in a first stage, must be started up no later than 2010 to ensure the realisation of the long term vision for 2030. Several studies were carried out including a strategic environmental impact study, a social cost-benefit analysis and measures for developing the natural environment. In December 2004, the official version was presented to the government representatives, after intensive communication with the stakeholders and a consultation into the general public's views on the outline. Already in March 2005, the execution of the full 2010 Development Outline was decided upon.

On the **Estonian-Latvian** border, a number of medium to large grants running simultaneously and successively have been necessary for progress in cross-border co-operation. Estonia and Latvia have had much less time to reach effective, cross-border co-operation compared to western European countries. However, in a short space of time they have made notable advances. One tangible output of the co-operation has been the agreement between the two countries to designate (2007) a transboundary RAMSAR site on both sides of the border, only one of seven in Europe. This will make the combined new site a single unit from a water management perspective. The North Livonian Transboundary RAMSAR site (19,218 ha.) incorporates the Sookuninga and Nigula Nature Reserves in Estonia with the Northern Bogs (2002) in Latvia. There is now a management plan for the North Livonian area which is being implemented with good stakeholder and public support. The Natura 2000 areas are being actively managed by the re-introduction of the Estonian Native Cow to small farm households to maintain the semi-natural grasslands.







### **Case Study: Long-term cross-border co-operation resulting from successive and simultaneous, short-term funding, North Livonia (Estonia & Latvia)**

#### **Context**

The trans-boundary area of North Livonia lies in southwest Estonia and northwest Latvia. Following their independence in 1990, the rural areas were abandoned and, although it has now largely stabilised, today the region is sparsely inhabited. This border separates two countries with different cultures and languages but with continuous natural areas, a mosaic of wetlands, forests and agricultural land that limit communication between the populace. It is of outstanding biological uniqueness with globally significant congregations of (water)birds, rare plant communities and large carnivores found nowhere else in Europe, including carnivores like the brown bear, grey wolf, lynx, beaver, otter and polecat. The protected areas (Natura 2000, RAMSAR etc.) amount to 79,307 ha. in Estonia and 24,749 ha. in Latvia. Cross-border co-operation is, therefore, a pre-requisite for securing and maintaining the natural values and biodiversity of North Livonia whilst ensuring socio-economic development.

#### **ICZM tools**

Diplomatic relations between the two countries were only restored in 1992 after an absence of 74 years. Personal, cross-border contacts in North Livonia had started in 1990 but it was not until 1996 that the first official contacts were made from which a governmental Agreement on joint management was signed. Co-operation in this area has been stimulated by the simultaneous and continuous funding of small term (ca. 1-5 years), inter-related, national and international projects over a decade. The first transboundary co-operation was an all NGO affair when the Estonian and Latvian Funds for Nature received a grant (1996-98) from the Regional Environmental Centre for Central & Eastern Europe concerning awareness raising and communication.

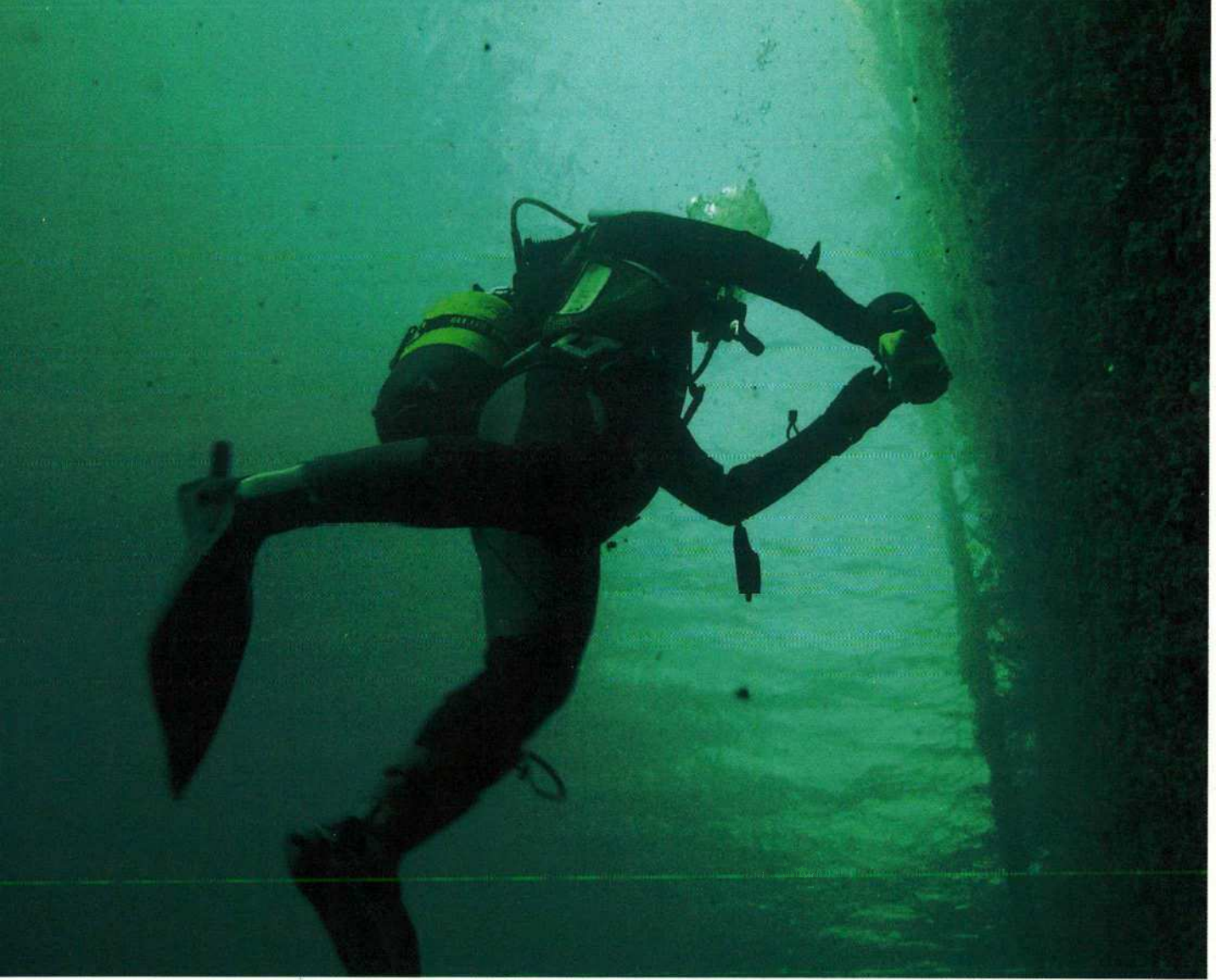
Since then these investments has been cemented by a series of international, cross-border projects. The Dutch government granted €457,325 to develop a management plan for the area ( 2003-2006). It resulted in a Transboundary Master Plan presenting an analysis of the main issues related to cross-border, biodiversity management and providing directions for co-operative development and management . It has no legally binding status. It was succeeded by two Interreg IIIA projects. The first was funded (2005-06; budget €606,493) to elaborate a coherent policy, joint services, products and infra-structure for environmentally friendly tourism development in the coastal region, involving neighbouring regions and promoting private-public partnerships. A second was funded (2006-07; ERDF funding €474,276) to develop a Transboundary Steering Group formed from the representatives of the partners, governmental and local authorities. The activities involved planning local infra-structure, ecological restoration of aquatic habitats and promotion of eco-tourism and setting up a cross-border monitoring system as an important requirement for the management of transboundary RAMSAR areas.

## e) Tools to enhance participation

There are various tools that can enhance and support civic engagement through active participation in decision-making.

The South Aberdeen Coastal Regeneration Project (**Scotland**), for example, is a joint one-year environmental scoping project using Public Participation Geographical Information Systems (PPGIS) to involve all members of the community in the project. A major element of the regeneration project aims at exploring the role of the geo-spatial technologies e.g. GIS, remote sensing, mobile data collection (GPS and GIS) and the Internet, to provide novel approaches to public participation in waterfront regeneration, optimal site selection of developments using techniques of spatial analysis, the creation of environmental databases, and a coastal atlas resource for the area. The selected participants - school pupils (14-15), parents and local councillors all had an interest in community regeneration.





## **Case Study: Public Participation GIS aids waterfront regeneration, Torry and Nigg Bay, Scotland (UK)**

### **Context**

The Torry and Nigg Bay lies to the east of Aberdeen in Scotland. It was a once vibrant and attractive coastal resort area of Aberdeen, and now including a Site of Special Scientific Interest (SSSI) and a local surfing spot. However, through increasing neglect over time and change of use the area has suffered severe environmental degradation; the area has a badly polluted burn (stream), polluted air from the local water/sewage treatment plant; a beach that is now a dumping ground; and an unattractive coastal landscape with poor scenic vistas for the local community and tourists.

The city council are seeking to develop a proposal for the regeneration of the waterfront area of Torry and Nigg Bay through the South Aberdeen Coastal Regeneration Project (SACRP). The regeneration project will ultimately be carried out in several phases.

### **ICZM tools**

The regeneration work will begin with an environmental clean-up. This work will involve collaboration with local businesses e.g. the oil and gas industry, environmental agencies and bodies such as the Scottish Natural Heritage, Scottish Environment Protection Agency, the East Grampian Coastal Partnership, the Crown Estate and coastal ecologists and educators.

The second phase of the project will be to develop the reed-bed and wetland area. The third phase will be to develop the boat ramp, coastal resource centre and artificial reef. The final phase will be to ensure the completion of the regeneration work and to ensure its sustainability in the future.

Effective and sustainable regeneration of an area requires community involvement and participation. To this end SACRP sought to embrace the local community from the outset by hosting a number of practical workshops that explore the potential for local input e.g. local knowledge, expertise, and experience knowledge into the proposals. Public Participation GIS (PPGIS) has successfully been used as a way to actively involve communities in every aspect of a regeneration project from the data collection stage, to the analysis, presentation and communication of information to the wider community. Geo-spatial data collected from a number of different sources e.g. Ordnance Survey and SeaZone (both through the Edina Marine Digimap educational licence agreement), Scottish Natural Heritage, the Macaulay Institute, Aberdeen Harbour Board, and the EuroSion project about various different aspects of the coastal environment, were stored in a GIS database and accessed using ESRI's ArcExplorer, ArcView and ArcGIS software for display, analysis and mapping. Simple Virtual Reality (VR) techniques using Google Earth were used to visualise the different proposals and to explore the different possible location and development scenarios.

Public participation can be successful if the problems which require a solution and the objectives of the participatory process are well defined. Climate change and sea-level rise called for a new coastal defence strategy in Timmendorf/Scharbeutz, **Germany**. In a participative process, this strategy was successfully developed by local stakeholders, municipalities and coastal defence authorities. A major objective was to carry out a sensitivity analysis in a participatory process. The basic idea is that each system (country, region, company, etc.) is composed of a number of interacting elements and should be viewed in a holistic way. Furthermore, it was recognised that the affected persons (citizens of a region, employees, etc.) have a profound knowledge of their system, and should be actively involved in the analysis also to improve the quality of the analysis itself. Following this line of argumentation, a conceptual model can be established by the affected persons that describes the complex system in a simplified way. With this (computer-aided) model, possible future developments under different scenarios can be simulated.





## Case Study: Public Participation in Integrated Flood Risk Management in Timmendorf (Germany)

### Context

Timmendorfer Strand and Scharbeutz are two renowned coastal holiday resorts located at the Baltic Sea coast of Germany. With about 1.3 million overnight stays per year, the local economy depends strongly on tourist activities. At the same time, almost 6,000 inhabitants live in coastal flood prone areas and are endangered by extreme storm surges. The main flood defence is the natural beach-ridge with heights of about 2.5 to 4.0 m above mean sea level (MSL). Coastal defence local authorities have, in the past, pointed out the hazard and proposed technical solutions. Being a sea wall on the beach, this solution was met with great scepticism by the local community (strongly depending on the beach as the main tourist attraction). To overcome this deadlock situation, in 1999, municipalities and coastal defence authorities agreed upon a new and participative procedure to develop an integrated flood defence solution. As a starting point, a public meeting with about 65 persons was organised. Altogether five meetings in working groups and a final public meeting followed.

### ICZM tools

The participation process was supported by a Sensitivity Model developed to evaluate complex systems. The basic idea is that each system (country, region, company, etc.) is composed of a number of interacting elements and should be viewed in a holistic way. Further, it is recognised that the affected persons (citizens of a region, employees, etc.) have a profound knowledge of their system and should be actively involved in the analysis. Following this line of argumentation, a conceptual model can be established by the affected persons that describes the complex system in a simplified way. With this (computer-aided) model, possible future developments under different scenarios can be simulated.



In **Cyprus**, there was a gap on field data on what are the civic attitudes towards sustainability and sustainable development, ICZM and climate change. A survey was carried out to bridge this gap. It was the first time that a survey on these issues was carried out on an island-wide scale in Cyprus, i.e including Greek and Turkish Cypriots. The objective of the survey was to serve as a gap analysis and as an assessment study for recording the state of social perception and civic attitudes towards ICZM and climate change, as well as to provide decision and policy-makers with real data. The survey is a base-line study which is repeatable in the future and can serve as a monitoring tool for the evolution of social perception on ICZM, climatic changes and participation in Cyprus. The tool itself can also be applied in other coastal regions. The report however was not widely spread mainly due to lack of funding and this was an important draw-back for its effectiveness. Until now, mainly NGOs have used the results to plan their awareness raising campaigns.





## Case Study: Survey on social perception on ICZM and climate change, an island wide survey (Cyprus)

### Context

The survey "Perceptions on Sustainable Development and Climate Change in Cyprus" covered the entire island (Greek and Turkish Cypriots). It took place between the 1st and 30th of November 2008, aiming to collect data on the following topics: awareness/attitudes towards climate change; awareness of environmental issues, including coastal erosion; awareness of organisations which promote/fund the care of coastal areas; and awareness of the function/attitudes towards breakwaters.

### ICZM tools

The survey employed a quantitative methodology, consisted of telephone interviews and face-to-face interviews with a representative sample of members of the Greek and Turkish Cypriot communities. The sample was distributed proportionately throughout the urban and rural areas of the island. A total sample of 661 telephone interviews were carried out with 412 Greek Cypriots and 248 Turkish Cypriots. The survey was structured in 4 thematic axes and included a total of 18 questions. These have resulted in interesting findings, such as the following examples. Sixty percent of the respondents claimed that they had not heard of the term 'sustainable development'. Analysis of the answers to the question of whether they had ever heard of this term by ethnic group shows an uneven distribution of awareness, with twice as many Greek Cypriots saying that they had heard of it compared to Turkish Cypriots. About the coastline, 50% mentioned as an aspect facing problems and 4% pointed out as an aspect needing greatest attention does not seem to occupy a relatively significant place in the list of environmental concerns of the respondents; it is notable that there was a higher tendency by respondents from the older age groups of both communities compared to the younger age groups to agree with the statement "I do not like breakwaters, I prefer the beach to be left in its natural formation even if it is eroded". The majority of the respondents (68%) thought that Cyprus was affected by climate change very much. Analysis by ethnic group indicates that Greek Cypriots are much more likely than Turkish Cypriots to believe that climate change is influencing Cyprus. Generally, the majority of the respondents from both communities also did not think that as citizens they were consulted in the decision-making process on environmental issues.

An Indicator designed to measure the progress being made towards the implementation of ICZM has been very helpful in encouraging horizontal participation at government level. Its use has greatly encouraged different government ministries and departments to discuss ICZM implementation at national, regional and local levels. This Progress Indicator also determines whether there is any correlation between the ICZM decision-making process and improvement in the sustainability of coastal communities and coastal ecosystems and biodiversity. Use of the indicator has accurately demonstrated the implementation of ICZM in **Greece**. It shows that Greece is managing its coast at all three levels of governance but, significantly, appears to be doing more at national level than at local level. It is also clear that there are more positive values at all levels in 2006 than was perceived to have been the case in 2000, showing that a progressive trend already takes place. The Progress Indicator is able to distinguish between different implementation levels at national, regional and local levels throughout the different areas of Europe where it is being used. Analysis from tests conducted around Europe show good evolution in aspects of coastal planning and that management, although still largely sectorised, now has a greater tendency towards integration. In terms of having an efficient, adaptive and integrative process embedded in all levels of governance, some progress has been made but it is largely *ad hoc* i.e. small or no trends are present in the EU. Any improvements have been largely determined by priorities set by each country.



### **Case Study: Measuring the progress of ICZM implementation (Greece & the rest of Europe)**

#### **Context**

The growing concerns about the environmentally, socio-economically and culturally deteriorating state of the European coast have prompted the European Commission and Member States, since 1996, to introduce a range of measures to halt the trend. It is the intention that these will lead to a sustainable development of the whole European coast in the future. One of these measures has been the development and use of comparable indicators to assess the degree to which an integrated system of coastal management is being implemented around the European littoral zone.

#### **ICZM tools**

The indicator set developed shows the level of progress being made in the implementation of ICZM. It takes the thinking of the complex, ICZM management cycle towards much more simplified comparative analysis by evaluating the progress using qualitative and semi-quantitative criteria. Thus, it recognises that the ICZM cycle can be broken down into a series of discrete, ranked actions. These actions, 31 in total grouped into four phases, are not completely exhaustive but are comprehensive enough to allow progress in ICZM to be measured. They show what is needed, using a straightforward, step-wise methodology, to pass from a situation where no ICZM is being used to one where it is being fully implemented, by being grouped into a series of four, discrete, ordered and continuous phases. Discussing the Progress Indicator in a workshop setting is the most effective way of determining the outcome. However, it is the most costly both in terms of people's time and travel budgets. The work can just as effectively be done by email, one-on-one discussions or telephone. In the case of Greece, the information was collected on the basis of bilateral contacts between colleagues from different competent authorities.



## Conclusion

There must be a clear strategy for participation, agreed, and simply set out, as an integral part of the overall planning and decision-making process. Participation should not be focused on problem solving alone but also at securing opportunities for economic prosperity and conservation compatible with wider sustainable development goals. Efforts to protect and develop an area in a sustainable way can only succeed if all those who work and live in the area are committed to this objective. Creating public awareness and fostering public participation may mean that more time is required for decisions to be taken, but experiences like the ones collected in OURCOAST, show that such an approach is ultimately more cost-effective. The absence of public awareness and the loss of confidence in management decisions and the regulatory process can create enormous constraints to reach coastal development, restoration and maintenance objectives towards fully implementation of ICZM.





## Find Out More...

### European Commission links:

"Science for Environment" publication - Special 'Coastal Management'  
<http://ec.europa.eu/environment/integration/research/newsalert/pdf/19si.pdf>

European Environment Agency – <http://www.eea.europa.eu/>  
<http://www.eea.europa.eu/themes/water/water-management/public-participation>

European Commission Environment – Integrated Coastal Zone Management  
<http://ec.europa.eu/environment/iczm/home.htm>

### Other useful links to relevant information sources:

Introduction to Public Participation – Coastal WIKI  
[http://www.coastalwiki.org/coastalwiki/Theme\\_2](http://www.coastalwiki.org/coastalwiki/Theme_2)

People and Participation.net - Practical information for those working to involve people.  
<http://www.peopleandparticipation.net/display/Involve/Home>

International Association for Public Participation  
<http://www.iap2.affiniscap.com/>

Public Participation Toolbox  
[http://iap2.affiniscap.com/associations/4748/files/06Dec\\_Toolbox.pdf](http://iap2.affiniscap.com/associations/4748/files/06Dec_Toolbox.pdf)

The International Centre of Excellence for Local eDemocracy (ICELE) – eTools  
<http://www.icele.org/site/scripts/documents.php?categoryID=4>

### Links to initiatives mentioned in this issue:

Cork Harbour's Integrated Information Resource (Ireland)  
<http://www.corkharbour.ie>

B7 Baltic Islands Network (Baltic Sea)  
<http://www.b7.org>

Coastal Partnerships Working Group (UK)  
<http://www.coastalpartnerships.org.uk>

Master Plan for North Livonia; Wetland Protection and Rural Development in the Trans-boundary Area of Latvia and Estonia  
<http://www.north-livonia.org/report/MP-North-Livonia.pdf>

**European commission**

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## Make Your Practice and Experience Known...

**OURCOAST** is an ongoing initiative that will be continuously available on the European Commission Environment (ICZM) website. An **OURCOAST** Newsletter is published every three months with inside information and information about specific topics and events. You can subscribe to receive this Newsletter through the **OURCOAST** website that is expected to be online in the course of October 2010.

It is expected that ICZM case studies will be added, used and that the **OURCOAST** community will constantly growing. Please provide your views, feedback and become active part in the implementation and development of ICZM in EUROPE!!

The **OURCOAST** project is implemented by a consortium led by ARCADIS and its sub-contractor the Coastal & Marine Union (EUCC).

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