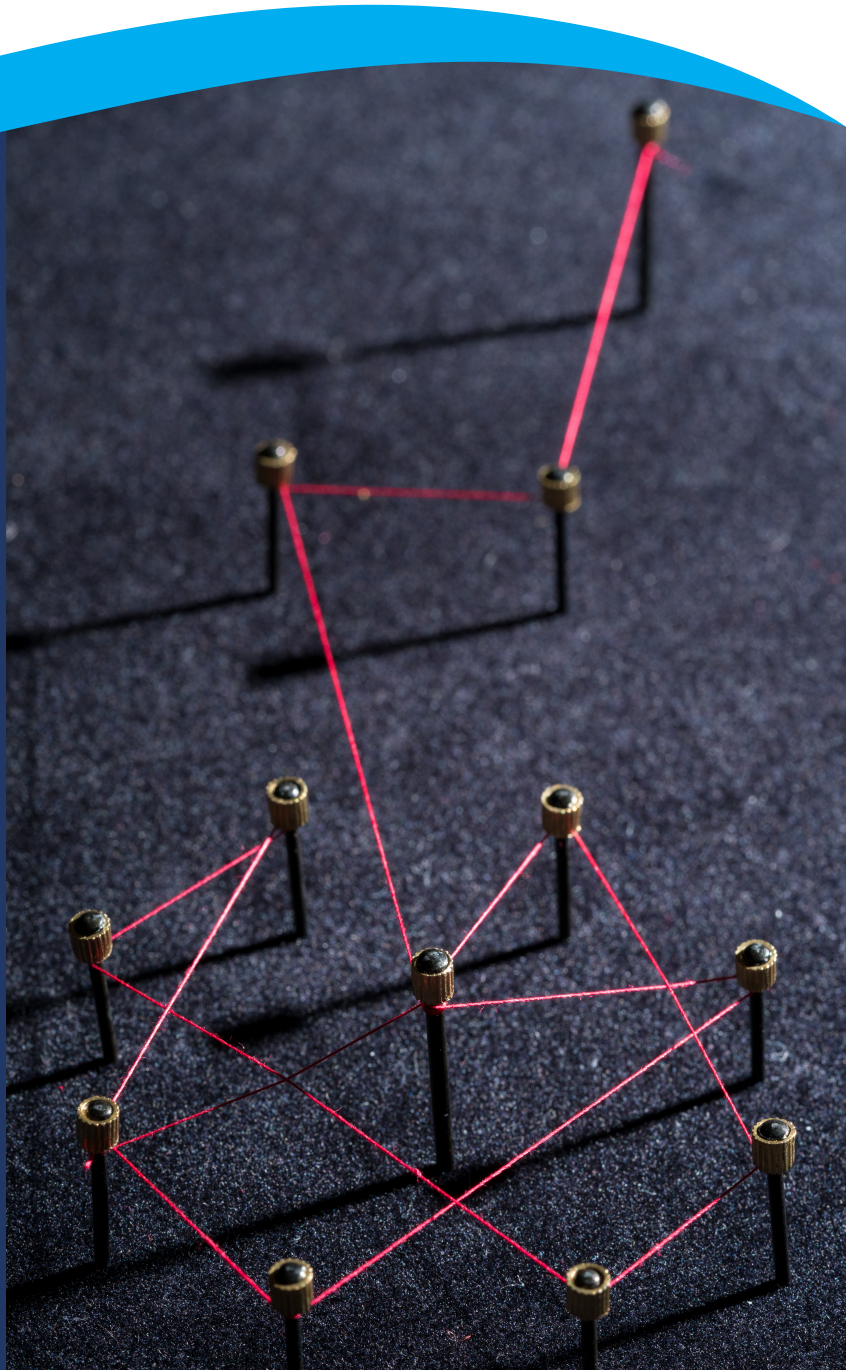




Implementation of the ecosystem approach  
in the Adriatic through marine spatial planning

# Stakeholder Involvement Plan



Mediterranean  
Action Plan  
Barcelona  
Convention



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# 1 Background of the Project

This Stakeholder Involvement Plan has been prepared to assist the implementation of the Global Environment Facility-funded UN Environment Mediterranean Action Plan (GEF, UNEP/MAP) multi-focal project Implementation of Ecosystem Approach (EcAp) in the Adriatic Sea through Marine Spatial Planning.

It pertains to Component 3 of the Results Framework of the project. This project aims to bolster Albania and Montenegro's ability to sustainably manage the marine area of the Adriatic Sea through Marine Spatial Planning (MSP) as well as other types of marine management tools and techniques (such as: policy and regulatory, knowledge and informational, and technological). The project will also assess the opportunities for improved sustainability that marine area uses and administration potentially present for the two countries. It will implement processes to manage the marine area of the Adriatic Sea in a collaborative and integrated manner, informed by a framework of transboundary cooperation and engagement.

Findings from a 2011 World Bank report<sup>1</sup> reiterate the urgency of required actions in the region with Albania and Montenegro: the Adriatic Sea has been identified as the most significant tourism and recreational area in Europe and a major maritime route for the goods transported to central and south-eastern European markets. However, the semi-enclosed spatial positioning within the Mediterranean region allows for slow water exchange mechanisms, making it particularly vulnerable to anthropogenic activities from more than 50 million people living within the Adriatic Sea catchment area (20% on the coastline itself) and about 30 million tourists annually (50% on the eastern coast).<sup>2</sup>

The project, drawing from the above report, identifies coastal and marine pollution as significant ecological roadblocks for continued sustainability and health of the Adriatic Sea. It cites that more than 130 pollution hotspots were identified in the Mediterranean, out of which 20 were identified at the Adriatic coast – representing as much as 18% of all the identified sites in the Mediterranean basin, compared to the 7% area share of the Adriatic Sea. The majority of the hotspot sites were also located on the eastern coast, which has witnessed a backlog in the adoption of strict environmental regulations, compared to neighbouring European Union (EU) member countries.

The project is timely given the Adriatic Sea's specificities such as: being semi-enclosed; possessing rich marine and coastal ecosystem and biodiversity; and, as one of the Mediterranean's most isolated spots and bio-geographical sub-units, and its implications for both the Albanian and Montenegrin economies.

The project has the following three components:

1. Consolidating common knowledge to utilize EcAp as applied by UNEP/MAP and Blue Growth in the Adriatic sub-region;
2. Integrating MSP into planning process and capacity building for improved sub-regional and environmental marine management;
3. Knowledge management, stakeholder involvement and communication strategy.

Using this framework, the project will strategically contribute towards the mainstreaming of common marine management techniques, provide opportunities for cross-fertilization and regional collaboration, and pioneer a knowledge-sharing hub, stakeholder-friendly process with sound communication of services and products in the broader region.

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<sup>1</sup> The World Bank (2011). Adriatic Sea Environment Program: Rapid Assessment of Pollution Hotspots for the Adriatic Sea. Report. Washington D.C.

<sup>2</sup> The World Bank (2011). Ibid.

## 2 Literature Review of Marine Spatial Planning

Since the 2000s, Marine Spatial Planning or MSP rapidly gained visibility from: a method towards achieving renewable targets and Blue Economy<sup>3</sup> goals in developed economy contexts such as the United States (Executive Order 13547 – July 2010 under the Obama Administration) and the EU; to: a promising, multi-stakeholder and multi-sectoral ocean management tool adopted by 70 countries.

MSP engagement, planning and implementation across the globe have ranged from early stage and introductory activities (such as: identification of competing uses, designation of authorities) to planned revisions and adaptation (such as: recalibration of goals to include new marine uses) in different contexts.<sup>4</sup> While variations and interpretations of this emerging concept exists, the UNESCO guide to MSP provides the following definition: a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic, and social objectives that usually have been specified through political processes.

A 2006 World Bank report identifies MSP within the expanding lexicon of various tools and methodologies relating to marine management, and posits the need for clarity and classification of actions in the sector to better chart the progress and increase transferability of models and experiences across countries and contexts.<sup>5</sup> Within the coastal and marine management typology the report presents, MSP can be placed within 'Category II' or 'Multi-use Marine Management Tool',<sup>6</sup> highlighted by balanced zoning and management.

To elucidate, the Category II tools/approaches allow for reserve design, user management and implementation design explicitly aimed towards balancing conservation, sustainability and economic goals as well as trade-offs.

UN Environment's Regional Seas Reports and Studies 207<sup>7</sup>, funded by the European Commission and produced by the UN Environment World Conservation Monitoring Centre in 2018, also features the dynamic potential of MSP by evaluating the role of area-based (or spatial) management tools approaches in the achievement of the Sustainable Development Goals (SDGs). The report focuses on the delivery of:

- TARGET 14.1 – By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution; and,
- TARGET 14.2 – By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience and take action for their restoration, to achieve healthy and productive oceans; under SDG 14: LIFE UNDER WATER.

Therefore, it highlights how marine approaches such as MSP and other tools recognize the interconnected nature of coastal ecosystems and see humans as part of this system. The focus has also shifted on maintaining ecosystem integrity and functioning to ensure resilience to climate change and sustained delivery of ecosystem services.<sup>8</sup> An ecosystem-based

<sup>3</sup> The 'Blue Economy' concept seeks to promote economic growth, social inclusion, and the preservation or improvement of livelihoods while at the same time ensuring environmental sustainability of the oceans and coastal areas. At its core it refers to the decoupling of socioeconomic development through oceans-related sectors and activities from environmental and ecosystems degradation. See World Bank (2017). The Potential of the Blue Economy: Increasing Long-term Benefits of the Sustainable Use of Marine Resources for Small Island Developing States and Coastal Least Developed Countries. Report.

<sup>4</sup> United Nations Educational, Scientific and Cultural Organization – UNESCO & Intergovernmental Oceanographic Commission. Marine Spatial Planning Programme. Online Knowledge Portal. Available at: <http://msp.ioc-unesco.org/>

<sup>5</sup> The World Bank (2006). Scaling Up Marine Management: The Role of Marine Protected Areas. Report.

<sup>6</sup> The typology/inventory consists of four categories that cover a range starting from increasing ecological protection and conservation to increasing social protection and managed use. The categories are: I (Tools Designed Primarily for Conservation and Habitat Protection); II (Multi-use Marine Management Tool); III (Sustainable Extractive Use Marine Resource Management Tools); and, IV (Culture-Ecological and Social Protection Reserves). See World Bank (2006). Ibid. for more.

<sup>7</sup> UN Environment (2018). Conceptual guidelines for the application of Marine Spatial Planning and Integrated Coastal Zone Management approaches to support the achievement of Sustainable Development Goal Targets 14.1 and 14.2. UN Regional Seas Reports and Studies No. 207. Report.

<sup>8</sup> UN Environment (2018). Ibid.

approach like MSP integrates ecological, economic and social objectives in one holistic approach, respecting ecological limits/carrying capacity, and balances human use and development needs with ecosystem conservation needs. In doing so, the report suggests, MSP functions with the key principle of sustainability.<sup>9</sup>

Gopnik and others' review of large-scale regional MSP for United States' Exclusive Economic Zones, drawn from research engaging ocean stakeholders, provide clarity on the expectations from MSP.<sup>10</sup> Using a mixed-methods methodology to conduct surveys, key-informant interviews and stakeholder dialogues (workshops) to ascertain what MSP is understood to be/could be; to address and chart stakeholder views and concerns about MSP; and to establish better understanding between ocean livelihoods dependents and ocean conservation advocates, Gopnik and others distil the following expectations from MSPs<sup>11</sup>:

- MULTI-OBJECTIVE – planning should include ecological, social, economic and governance objectives;
- SPATIALLY-ORIENTED – results should be expressed in spatial terms within geographic scopes, typically corresponding to an ecosystem boundary;
- INTEGRATED – planners should address spatial requirements and interactions among all elements and activities within the management area.

Reviewing the conceptual underpinnings and variations of MSP and related policies in the coastal and marine sector reveal the centrality of stakeholders in the operationalization of these approaches. Indeed, within MSP and other related natural resource management techniques (particularly land use planning with which MSP shares both homology and vocabulary), a rich and extensive body of literature, reports, toolkits, lessons-learned and best-practice guidance, and case studies have been accumulated on stakeholder participation. Active and participatory engagement from the planning stages to implementation and monitoring processes has been identified as an essential element of stakeholder involvement. As articulated by Ritchie and Ellis: the subjectivity that stakeholders bring to the process needs to be valued for its enrichment of debate, despite the complexities posed for those driving the policy processes.<sup>12</sup>

<sup>9</sup> UN Environment (2018). Ibid.

<sup>10</sup> Gopnik, M., Fieseler, C., Cantral, L., MacClellan, K., Pendleton, L., & Crowder, L. (2012). 'Coming to the table: early stakeholder engagement in MSP' in Marine Policy (Issue No. 36). Journal Article.

<sup>11</sup> Gopnik, M., et al. (2012). Ibid.

<sup>12</sup> Ritchie, H. & Ellis, G (2010). 'A System that Works for the Sea? Exploring stakeholder engagement' in MSP' in Journal of Environmental Planning and Management (Issue No. 53). Journal Article.

### 3 Policy Priorities of the Project

This Stakeholder Involvement Plan is informed by two prerequisites:

- **MSP REQUIREMENTS** – as discussed in the preceding section, stakeholder involvement and engagement are intrinsic to the conceptualisation, operationalization and success of MSP. Promoting participation of stakeholders by being transparent, open and inclusive as well as ensuring involvement of relevant participants, including marine users and local communities, are important considerations, given the difficulties of monitoring compliance when users are in sea and managed zones.
- **POLICY REQUIREMENTS** – the organizational priorities of the GEF and UN Environment for creating sound stakeholder-friendly project preparation, implementation and evaluation processes provide the policy framework in which the project will function. This section explores the latest stakeholder-related policies stipulated by the concerned organizations.

The GEF deems effective stakeholder engagement as critical to GEF-financed projects, particularly for: improving project performance and impact by enhancing country ownership and accountability; addressing the social and economic needs of affected people; building partnerships among Agencies and stakeholders; and harnessing the skills, experiences and knowledge of a wide range of stakeholders, particularly civil society organizations (CSOs), community and local groups, and the private sector.<sup>13</sup> In 2018, the GEF proposed a new Policy on Stakeholder Engagement (GEF/C.53/05/Rev.01)<sup>14</sup> with key improvements to the 1996 Public Involvement Policy and subsequently released guidance notes (GEF/C.55/Inf.08)<sup>15</sup> for the implementation of the policy. The 2018 Stakeholder Engagement Policy uses mandatory language to stipulate roles, responsibilities and accountability; use of Agency systems; monitoring and reporting; and, to introduce documentation requirements. The proposed, new policy also introduces a set of minimum requirements for Agencies' policies, procedures and capabilities related to stakeholder engagement.

UN Environment recognizes the benefits in its programming and project work imparted by the engagement of civil society participants and stakeholders. Thus, UN Environment strives to ensure effective, broad and balanced participation of Major Groups and Stakeholders to provide expertise and relevant knowledge, channel experiences of those directly affected by environmental problems and related policies, and garner attention to emerging issues as stakeholders reach out to their respective communities and the public at large. Increased demand for civil society engagement is a direct outcome of the UN Conference on Sustainable Development (Rio+20), and has been made an organizational priority through Rule 70 and the United Nations Environment Assembly in the UN body.

<sup>13</sup> GEF (2018). Stakeholder Engagement at the 6<sup>th</sup> GEF Assembly (Viet Nam 2018). Policy Brief.

<sup>14</sup> GEF (2017). Policy on Stakeholder Engagement (GEF/C.53/05/Rev.01) at the 53rd GEF Council Meeting November 27 – 30, 2017. Policy Document.

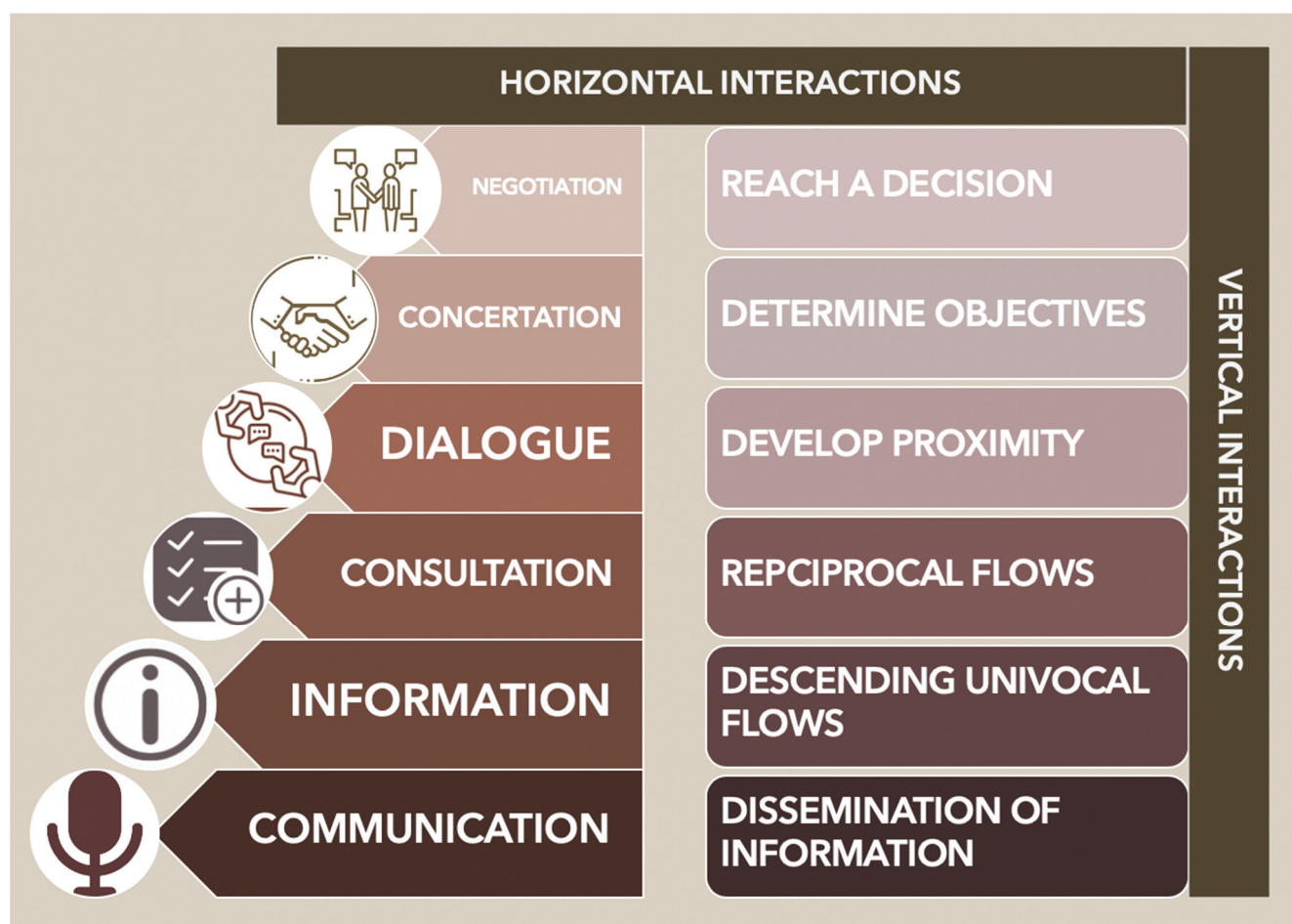
<sup>15</sup> EF (2018). Guidance on the Implementation Policy on Stakeholder Engagement (GEF/C.55/Inf.08) at the 55<sup>th</sup> GEF Council Meeting December 18 – 20, 2018. Policy Document.

## 4 Stakeholder Engagement Processes

Pomeroy and Douvere, whose seminal work inform the academic foundations of stakeholder engagement in MSP, deem that given the interdependency that exists between ecosystem resources and its users/managers, successful implementation of ecosystem-based management such as MSP depends on the identification and understanding of different stakeholders, their practices, expectations and interests.<sup>16</sup> This Stakeholder Involvement Plan primarily draws from these scholars, as well as other peer-reviewed work that appeared in Marine Policy journal since 2008.

Stakeholder involvement in MSP can take different forms and levels of interaction, depending on project priorities and governance outcomes. Ranging from communication, where there is no actual participation, to negotiation, where decision-making power is shared between different entities and users related to the marine and coastal sector. The following image (next page) represents the levels of stakeholder engagement possible through MSP, allowing for horizontal and vertical interactions through different stages:

FIGURE 1: POSSIBLE TYPES OF STAKEHOLDER ENGAGEMENT IN MSP PROCESS,  
ADAPTED FROM R. POMEROY AND F. DOUVERE, 2008.<sup>17</sup>



<sup>16</sup>Pomeroy, R. & Douvere, F (2008). 'The engagement of stakeholders in MSP process' in Marine Policy (Issue No. 32). Journal Article.

<sup>17</sup>Pomeroy, R. & Douvere, F (2008). Ibid.

Further, it is important to note the different stages in which stakeholder involvement can be operationalized. Pomeroy and Douvère identify four different levels<sup>18</sup>:

- PLANNING PHASE<sup>19</sup>: Stakeholders require involvement and should be able to meaningfully contribute to the setting of priorities, objectives, and purpose of MSP action plan(s). The MSP management team/coordination unit can assist in setting priorities and identifying objectives thorough stakeholder meetings and group discussions. The purpose here would be to identify, group and rank problems, needs and opportunities in order of priority and risks. This can be done through criteria ranking and pairwise ranking, and the final output should be made available to the stakeholders, for perusal, review and validation.
- MSP PLAN EVALUATION PHASE<sup>20</sup>: Stakeholders need to be engaged in the evaluation and choice of MSP plan options and products, and the consequences of different approaches on areas of their interest. In the development process of the plan, a number of participatory tools and methods can be used including focus group discussions, problem trees and preference making. It is important for all the stakeholders to be clear about the goal and objectives and about what can be achieved in order to focus strategies. There is a directly proportional relation here: with increased participation in the process of setting goals and objectives, greater expectations of stakeholder acceptance and legitimacy of the MSP plan/s can be predicted.
- IMPLEMENTATION PHASE<sup>21</sup>: Stakeholder involvement in applications of MSP and management measures is crucial. A community-based approach to enforcement may be warranted that involves ocean/sea users (fisheries, for example) in regulatory processes with a background on sustainability and ecological conservation issues.
- POST-IMPLEMENTATION PHASE<sup>22</sup>: This will involve evaluating the effectiveness of Stakeholder involvement in achieving goals and objectives of the MSP plan. A summative or post-evaluation is undertaken after the plan's implementation where the focus is on a deeper analysis of results and outcomes, towards determining the level of achievement of objectives and the impact of the plan. The post-evaluation effort should involve all stakeholders in meetings to discuss plan results, hold general evaluation sessions, evaluate results against objectives, and plan for the next phase.

In addition to Pomeroy and Douvère's work, it is also crucial to take note of Tomkins, Few and Brown's work on scenario-based stakeholder engagement or SBSE<sup>23</sup>, in the context of United Kingdom. SBSE contains five key elements<sup>24</sup>: identifying stakeholders, impact scoping, deliberative development of evaluation criteria and future scenarios, opening deliberative spaces to explore preferences; and, identifying a range of priorities. Given the context of climate change, SBSE provides additional nuance and opportunities for MSP, particularly through establishing a baseline upon which different decision- and community-level factors can act, understanding the availability of information on climate change and risks for decision-making, access to resources, competing uses and adaptation methods, and constraints faced by coastal and marine stakeholders in engendering actions at the local level.

<sup>18</sup> Pomeroy, R. & Douvère, F (2008). Ibid.

<sup>19</sup> Pomeroy, R. & Douvère, F (2008). Ibid.

<sup>20</sup> Pomeroy, R. & Douvère, F (2008). Ibid.

<sup>21</sup> Pomeroy, R. & Douvère, F (2008). Ibid.

<sup>22</sup> Pomeroy, R. & Douvère, F (2008). Ibid.

<sup>23</sup> Tomkins, E. L., Few, R. & Brown, K (2006). 'Scenario-based Stakeholder Engagement: Incorporating stakeholders preferences into coastal planning for climate change' in *Journal of Environment Management* (Issue No. 88). Journal Article.

<sup>24</sup> Tomkins, E. L., Few, R. & Brown, K (2006). Ibid.

## 5 Stakeholder Involvement Methodology of the Project

Decision-making and human preferences are necessarily subjective, and effectiveness of project interventions and activities are often higher when a set of solutions are identified in a participatory manner, instead of the imposition of an objective and optimal decision. With this stakeholder involvement plan, the project has identified the point of departure towards greater stakeholder involvement in the Adriatic Sea with Albania and Montenegro, and indeed for larger environmental, ecological and socioeconomic cooperation in the Mediterranean Sea. Having taken stock of the different levels and typologies of stakeholder engagement relating to MSP, this Stakeholder Involvement Plan identifies the project within the implementation phase and identifies an initial methodology for stakeholder participation, which will be detailed during the process of project implementation in the following steps:

The process provides a brief snapshot of how the project envisions a stakeholder-friendly MSP and marine management approach in Albania and Montenegro. As the stakeholder involvement methodology is put into action, it will be revised with key inputs from the identified stakeholder, where relevant. This will ensure a looped feedback process where the stakeholders consent and actively participate in the planning, implementation and evaluation of the MSP actions in Albania and Montenegro.



• STEP I • STEP II • STEP III • STEP IV



## STAKEHOLDER IDENTIFICATION

THIS IS THE PRIMARY INFORMATION AND DATA GATHERING STAGE. IT IS AN ITERATIVE PROCESS – THE STAKEHOLDER INVOLVEMENT PLAN AND ITS METHODS WILL BE LAID OUT. IT IS IMPORTANT TO ESTABLISH THE FRAMEWORK OF THE MSP AND IDENTIFY KEY STAKEHOLDERS AND PRIORITISE PARTICIPANTS ACCORDINGLY, WITH THE UNDERSTANDING THAT THEY MAY NOT BE FULLY REPRESENTATIVE OF THE WIDER COMMUNITY. ENSURING DIVERSITY AND RELEVANCE IN THE SELECTION PROCESS OF STAKEHOLDERS AND ENGAGING THEM FROM DIFFERENT LEVELS (NATIONAL, REGIONAL AND LOCAL) IS CRUCIAL.



- KEY INFORMANTS IDENTIFIED THROUGH PROJECT IMPLEMENTATION ARRANGEMENT
- DESK REVIEW OF GREY LITERATURE, AVAILABLE CASE STUDIES AND BEST PRACTICES
- QUESTIONNAIRE BUILDING WITH RELEVANT METHODOLOGY

• STEP I • STEP II • STEP III • STEP IV



## STAKEHOLDER ANALYSIS

THIS STEP FOLLOWS STAKEHOLDER IDENTIFICATION (STEP I). THIS WILL INVOLVE PRIORITISATION OF MARINE AND COASTAL STAKEHOLDERS TO IDENTIFY A CORE GROUP OF PARTICIPANTS IN EACH COUNTRY. THE ANALYTICAL STEPS ARE: ANALYSING LEVELS OF KEY INPUTS AND INTERESTS OF THE STAKEHOLDERS, CHARTING THE DIFFERENT CAPACITIES AND INVOLVEMENT OPPORTUNITIES, AND BASELINE INFORMATION THAT STAKEHOLDERS HAVE AVAILABLE FOR MARINE AND COASTAL ISSUES WHICH CAN BE FED INTO THE PROJECT.



- REVIEW OF INFORMATION AND DATA COLLECTION FROM STEP 1
- COLLABORATION WITH GOVERNMENT, PROJECT AND CSO COORDINATING UNITS
- GENDER AND SOCIOECONOMIC ANALYSIS TO ENSURE INCLUSIVITY

• STEP I • STEP II • **STEP III** • STEP IV



## STAKEHOLDER INVOLVEMENT AND PLANNING WORKSHOP

THIS STEP WILL BUILD ON STEP 2. AFTER THE IDENTIFICATION OF A CORE GROUP OF KEY AND RELEVANT STAKEHOLDERS, IT WILL BE IMPORTANT TO BRING THEM TOGETHER ON A COMMON PLATFORM. THIS WILL BE DEFINED IN ACCORDANCE TO COUNTRY PRIORITIES AND REQUIREMENTS OF NATIONAL IMPLEMENTING PARTNERS. IT WILL BOLSTER STAKEHOLDER INVOLVEMENT IN THE MSP PLANNING PROCESS THROUGH EXPRESSION OF NEEDS, PRIORITIES AND OPINIONS. THIS STEP WILL HELP PIONEER A PATHWAY FOR STAKEHOLDER-FRIENDLY ENGAGEMENT FOR THE DELIVERY OF IDENTIFIED MSP PRIORITIES AND ACTIONS AS WELL AS RECEIVE LOCAL WISDOM, TRADITIONAL KNOWLEDGE AND ARTISANAL EXPERIENCE TO INFORM THE FRAMEWORK OF ACTIVITIES.



- IN COUNTRY MISSIONS AND ENGAGEMENT WITH SELECTED STAKEHOLDERS
- STAKEHOLDER WORKSHOP, WITH PRE-WORKSHOP DOCUMENTS (FOR KNOWLEDGE SHARING) AND REPORTS (FOR COMMUNICATION)

• STEP I • STEP II • STEP III • **STEP IV**



## EVALUATION OF STAKEHOLDER INVOLVEMENT

EVALUATION AND STOCK-TAKING IS OFTEN AN EASILY OVERLOOKED STEP. STEP 4 WILL BE CRUCIAL TO ENSURE OWNERSHIP OF THE SPATIAL PLANNING PROCESS AND APPROVAL OF FINAL PLAN, ENGENDER TRUST AMONG DECISION-MAKERS AND STAKEHOLDERS, AND ENCOURAGE VOLUNTARY COMPLIANCE WITH RULES AND REGULATIONS. THIS WILL BE ORGANIZED AFTER THE CONCLUSION OF THE STAKEHOLDER INVOLVEMENT PROCESS. IT WILL INVOLVE INDEPENDENT MONITORING AND THE COMPILATION OF LEARNING OUTCOMES, AS WELL AS INSIGHT FROM THE CORE GROUP OF STAKEHOLDERS, ON HOW TO BETTER THE ENGAGEMENT PROCESS.



- IN COUNTRY MISSIONS AND ENGAGEMENT WITH SELECTED STAKEHOLDERS SURVEY AND FOCUS GROUP DISCUSSIONS
- REPORTING AND DOCUMENTATION OF LEARNING OUTCOMES, BEST PRACTICES

## 6 Step I: Stakeholder Identification for the Project

This section will elaborate on the process of stakeholder identification as a precursor to analysis, engagement and evaluation of the process.

**National experts engaged individually in Albania and Montenegro compiled an initial list of stakeholders.** This involved one questionnaire to scope key institutions and actors. This simple, on-the-ground stakeholder mapping exercise helped in understanding how different actors (with varying levels of interest and influence) can get involved in the project, particularly through the gaps and entry points they identify.

**Stakeholder identification, as the primary step of the Stakeholder Involvement Plan, feeds into the design of dialogue platforms, identifies priorities, and determines participants at the concept stage.** It inserts a 'dialogue element' and boosts the on-going project's implementation framework and lays the foundation for greater ownership of the project outcomes. Essentially, it will be an iterative process that aims to understand the status quo among different stakeholders as well as map out the different requirements (points of departures) and relevance of each actor/institution.

The questionnaire used (based on a semi-structured design) is presented below.

## STAKEHOLDER IDENTIFICATION QUESTIONNAIRE

RESPONDENTS to the questionnaire are kindly requested to:

- Provide their contact details for follow-up in case clarifications are required
- Answer as many questions as possible, in English or preferred language
- Respond on behalf of their organization (i.e.: institution, company, association, etc.)
- Consult within their organization if different inputs are needed to build consensus
- Make reference to concrete examples and case studies if possible
- Provide links/references to background documents and websites when relevant

**1** Which of the following stakeholder group best describes your organization?

- ☐ government institution
- ☐ business and industry
- ☐ civil society
- ☐ local and indigenous community
- ☐ media
- ☐ NGOs
- ☐ policy
- ☐ science
- ☐ other, please specify: .....

**2** What is your level of operation?

- ☐ national
- ☐ regional
- ☐ sub-regional
- ☐ local
- ☐ multiple, please specify: .....

**3** Which topics related to marine sector management in the Adriatic sea are of of interest to you (marine protected areas, marine transport, marine pollution etc.)?

- ☐ .....
- ☐ .....
- ☐ .....

**4** What would your motivation be, linked to the topics identified above, to engage in projects related to marine management (multiple answers possible)?

- ☐ monitoring and managing marine degradation and habitat loss
- ☐ identifying and improving pollution hotspots and marine litter sources
- ☐ benefiting from economic and ecosystem returns of improved marine management
- ☐ involving beneficiaries and stakeholders on a common platform
- ☐ other, please specify: .....

5 How does your organization contribute to marine management/governance (multiple answers possible)?

- ☐ supporting effective implementation of a policy, reform or project
- ☐ ensuring proper enforcement of regulations and norms
- ☐ raising awareness on marine issues, risks, pollution, biodiversity loss
- ☐ building/operating/maintaining marine infrastructure
- ☐ identifying and bringing marine users under a platform, policy or institution
- ☐ contributing to marine management, particularly sustainable tools and techniques
- ☐ fostering capacity building, qualifications, training
- ☐ providing funds towards marine governance
- ☐ supporting consensus building (across policy prerogatives, between users, etc.)
- ☐ developing technical and non-technical innovations (to reverse marine pollution, prevent risks, deliver services)
- ☐ building political acceptability, like lobbying or legislation related to the sector
- ☐ other, please specify: .....

6 Do you think marine spatial planning (MSP) can offer services and products that relate to your institutional mandates?

- ☐ .....
- ☐ .....

7 Can MSP provide a multi-stakeholder, multi-focal platform that could engage different Adriatic Sea users? If yes, would this be a feasible marine management tool in your country? Can you identify users / stakeholders / institutions, other than yourself, who could be involved?

- ☐ .....
- ☐ .....

8 At what stage, given your understanding of MSP and marine management as well as your institutional prerogatives, do you think you can be involved in the marine management process (multiple answers possible)?

- ☐ development of the MSP plan
- ☐ quantitative data and qualitative information collection
- ☐ analysis of information and data
- ☐ implementation of the MSP plan
- ☐ interpretation and collation of outcomes
- ☐ dissemination of outcomes
- ☐ other, please specify: .....

9 What are the roadblocks, hurdles and disadvantages of implementing MSP that you foresee (multiple answers possible)?

lack of coordination mechanisms and consensus

- ☐ time constraints among different stakeholders
- ☐ paucity of financial resources and lack of fund distribution
- ☐ personnel limitations and lack of capacity (both technical and administrative)
- ☐ organizational restrictions
- ☐ other, please specify: .....

10 According to your experience in the marine sector, do you see MSP having environmental and economic (positive) impacts nationally and regionally (list any limitations and negative impacts you expect)?

- ☐ .....
- ☐ .....
- ☐ .....

## 7 Step II: Stakeholder Analysis

This step follows stakeholder identification and will be an action-oriented section of the Stakeholder Involvement Plan. It derives insights and action metrics from the information and data collated in STEP I – by understanding current practices and mandates of different groups and how attitudes towards MSP (and other marine governance techniques) are currently shaped.

Actor positions, network structure, inter-stakeholder interactions, interests and influence are analysed as a part of this step. Following this, the information and metrics generated can be mobilised towards risk mitigation (conflict among different marine stakeholders), communication planning and targeted stakeholder interventions for the project.

The analysis has been undertaken alongside the project management unit, international consultant (tasked with preparing the Stakeholder Involvement Plan), and national consultants (tasked with stakeholder identification).

Below are the country profiles generated from the data collected on the ground.

### Country Stakeholder Profile : ALBANIA

#### Stakeholder Profiles<sup>25</sup>

A total of twenty-two respondents<sup>26</sup> answered the survey in Albania, including ten government institutions, four NGOs, three respondents from business and industry, two science organisations, one policy expert, one civil society organisation and one international organization. Government institutions include national-level institutions such as the Ministry of Tourism and Environment, the National Agency of Protected Areas and the Albanian Geological Survey. There are also sub-national level institutions represented such as the municipality of Vlore. Other institutions that participated in the survey include the Institute for Nature Conservation in Albania as well as the Fishery Management Organisation. Two international organisations also partook in this survey: UNDP Albania and AICS Tirana.<sup>27</sup> Finally, the University of Tirana also participated in this survey.

#### Subjects Of Interest

Almost all respondents (nineteen) expressed an interest in marine protected areas as a marine sector management tool of interest in the Adriatic Sea. This is followed by interest in marine pollution or related subjects such as litter (fourteen respondents), climate change (four respondents including two focusing on adaptation and one on mitigation) and marine transport (two respondents). Other subjects that were mentioned include the blue economy, coastal erosion, aquaculture, marine tourism and microscopic algae.

#### Stakeholder Capabilities

Currently, most stakeholders have strong capabilities on raising awareness on marine issues, risks, pollution, biodiversity loss (fourteen), supporting effective implementation of a policy, reform or project (thirteen) and contributing to marine management, particularly sustainable tools and techniques (twelve).

There are three thematic areas in which few respondents indicated having experience:

- BUILDING/OPERATING/MAINTAINING MARINE INFRASTRUCTURE (FOUR)
- PROVIDING FUNDS TOWARDS MARINE GOVERNANCE (THREE)
- SUPPORTING CONSENSUS BUILDING (ACROSS POLICY PREROGATIVES, BETWEEN USERS, etc.) (FOUR)

<sup>25</sup> A full list of the interviewed stakeholders can be found in Annex I (following this country section) that presents data for each question.

<sup>26</sup> One respondent is unknown as the name of the organization and interviewer was not specified in the questionnaire sheet.

<sup>27</sup> AICS refers to the Italian Cooperation Agency.

In future, most stakeholders expressed an almost equal interest in the four suggested answer categories regarding motivation to engage in projects related to marine management. Seventeen respondents answered 'benefiting from economic and ecosystem returns of improved marine management' while fourteen respondents answered:

- MONITORING AND MANAGING MARINE DEGRADATION AND HABITAT LOSS; AND,
- IDENTIFYING AND IMPROVING POLLUTION HOTSPOTS AND MARINE LITTER SOURCES.

Only thirteen respondents answered that they would involve beneficiaries and stakeholders on a common platform.

## Stakeholder Identification by Respondents

Respondents identified many stakeholders that could be involved in a marine management tool. These include national-level ministries such as the Ministry of Agriculture and Rural Development, the Ministry of Tourism and Environment, the Ministry of Transportation, the Ministry of Infrastructure and Energy. The role of sub-national government institutions such as coastal municipalities and regional governments was also emphasized in different answers. The role of the fishery sector and different NGOs was also highlighted. In addition, twenty-one out of twenty-two respondents answered that MSP could provide a multi-stakeholder and multi-focal platform to engage different institutions in the Adriatic Sea.

## Entry Points for MSP

Most stakeholders believe they can be involved in the marine management process in the preliminary stages of the process with fifteen stakeholders answering they can be involved in the development of the MSP plan, fourteen stakeholders in the analysis of information and data and thirteen stakeholders in quantitative and qualitative information collection. On the other hand, relatively few stakeholders have capacities in implementation of the MSP plan (eleven), dissemination of outcomes (ten) and interpretation and collation of outcomes (five).

Most stakeholders identified the areas of personnel limitations and lack of capacity (eighteen respondents), paucity of financial resources and lack of fund distribution (sixteen respondents), and a lack of coordination mechanisms and consensus (sixteen respondents) as the principle hurdles to implementing MSP. Few to none noted organizational restrictions (five respondents) and time constraints (four respondents) as major constraints to the implementation of MSP.

## Environmental and Economic Impacts of MSP

Most stakeholders seemed to concur that there are positive environmental and economic impacts of MSP (seventeen out of twenty-two respondents) with the rest not responding to this question. Stakeholders cited various positive impacts including environmental ones (marine protected areas, biodiversity, and mitigation of marine pollution) while tourism is one of the positive economic impacts cited.<sup>28</sup>

## Country Stakeholder Profile : MONTENEGRO

### Stakeholder Profiles<sup>29</sup>

A total of thirty-eight respondents answered the survey in Montenegro including sixteen government institutions, seven sports fishing clubs and/or sports clubs, seven respondents from business and industry, six local and indigenous institutions, one NGO and one public administration company. Government institutions represented range from national-level institutions such as Ministries (e.g. the Ministry of Transport and Maritime Affairs) to sub-national governments that include municipalities (e.g. Municipality of Kotor) and water supply and sewerage institutions. A significant percentage of the respondents are port authorities such as the port authority of Adria, Kotor, etc. Most of these institutions operate at the national level (sixteen) while an almost equal number operate at the local (eleven) and regional level (twelve).

<sup>28</sup> A full list of individual answers can be found in the annex below (question 11).

<sup>29</sup> A full list of the interviewed stakeholders can be found in Annex III (following this country section) that presents data for each question.



## Subjects of Interest

This analysis found that most respondents expressed an interest in marine pollution (twenty-four respondents) followed by marine protected areas (thirteen) and marine transport (seven) in regard to areas of marine sector management areas in which they were interested in the Adriatic basin. Other answers which were less common include underwater archaeology and development of a yachting industry with a positive environmental impact.

## Stakeholder Capabilities

Currently, most stakeholders are involved in marine management and governance by supporting effective implementation of a policy, reform or project (nineteen) followed by raising awareness on marine issues, risks, pollution, biodiversity loss (nineteen) and ensuring proper enforcement of regulations and norms (eighteen). Stakeholders have the least experience with the following items:

Three respondents have experience in:

- PROVIDING FUNDS TOWARDS MARINE GOVERNANCE
- SUPPORTING CONSENSUS BUILDING
- BUILDING POLITICAL ACCEPTABILITY, LIKE LOBBYING OR LEGISLATION RELATED TO THE SECTOR

Four respondents have experience in:

- IDENTIFYING AND BRINGING MARINE USERS UNDER A PLATFORM, POLICY, OR INSTITUTION
- DEVELOPING TECHNICAL AND NON-TECHNICAL INNOVATIONS (TO REVERSE MARINE POLLUTION, PREVENT RISKS, DELIVER SERVICES)

In future, most stakeholders expressed an interest in identifying and improving pollution hotspots and marine litter sources (twenty respondents). This correlates with the fact that most respondents expressed an interest in marine pollution. Surprisingly few respondents expressed an interest in involving beneficiaries and stakeholders on a common platform suggesting either that stakeholders have different interests or that they have limited interests in collaborating together (only nine respondents expressed an interest in involving beneficiaries and stakeholders on a common platform).

## Stakeholder Identification by Respondents

Respondents identified many stakeholders that could be involved in a marine management tool. These range from national-level institutions such as Ministries including the Ministry of Agriculture and Rural Development, Ministry of Culture, Ministry of Economy, Ministry of Sustainable Development and Tourism and the Ministry of Transport and Maritime Affairs. Respondents broadly identified similar institutions to those interviewed in the questionnaire with the addition of the institute for the Protection of Cultural Monuments, associations of architects and spatial planners and companies in Montenegro whose operations are related to the marine area. Finally, twenty-seven respondents answered that MSP could offer services and products related to their institutional mandates.

## Entry Points for MSP

Most stakeholders expressed an interest in the initial design, data collection and analysis phases of the MSP process. Indeed, nineteen respondents could be involved in the development of the MSP plan, fourteen in analysis of information and data and twelve in quantitative/qualitative information collection. On the other hand, only six respondents expressed that they could engage in the interpretation and collation of outcomes while only five were comfortable with the dissemination of outcomes. This suggests that most stakeholders are involved at the beginning of the policy process while few are involved at the end stages of this same process.

Most stakeholders identified the areas of financial resources and lack of fund distribution (eighteen respondents), personnel limitations and lack of capacity (fifteen respondents) and a lack of coordination mechanisms and consensus (fourteen respondents) as the principle hurdles to implementing MSP. Few to none noted organizational restrictions (two respondents) and time constraints (seven respondents) as major constraints to the implementation of the MSP.

## Economic and Environmental Impacts of MSP

Few respondents concurred that MSP would have unmitigated positive environmental and economic impacts with only thirteen answering this would be the case. A further five respondents suggested that there could be positive environmental and economic impacts but that this depends on several factors. For instance, Porto Montenegro suggested that 'MPP is a key document for the development of the economy and the maritime industry. Depending on the quality of its production and application, the sustainable development of this field will depend'.

## 8 Step III: Stakeholder Involvement And Planning Workshop

This step follows the step of stakeholder analysis with the aim of ensuring participation from a broad array of stakeholders from national government, sub-national government, civil society as well as business and industry. Stakeholders were chosen and identified based on their importance in the process of marine spatial planning while a difference criterion was introduced to ensure that varied viewpoints are incorporated. This explains the preponderance of government institutions in the chosen stakeholders as these are key in the crafting and implementation of national and sub-national policies alike. The data collected on-the-ground by national consultants, particularly when interviewees were asked to identify who they thought could be relevant stakeholders, concurs with the importance associated with different government entities.

Below are the tentative group of core stakeholders for Albania and Montenegro, whose input and engagement in this project can yield better outcomes for MSP in chosen sites. A stakeholder involvement workshop, when organized in a country of mutual agreement, can build the required consensus and momentum around MSP towards the improvement of how the Adriatic Sea is currently managed. It would aid in bringing together a range of stakeholders who are also otherwise unlikely to be brought on a common platform in the present status quo. To achieve the objectives set forth in the European Union's Good Environmental Status (GES), which requires member countries to validate standardised requirements (11 Descriptors) in the management of their marine resources, the core groups in both Albania and Montenegro must be recognized, engaged and supported as the key actors.

Due to the current interruptions experienced by COVID-19, this step can be expected to witness delays as it involves in-country missions, workshop planning, and has travel requirements, which may not be in line with the restrictions in place in both countries.

## Tentative Core Stakeholder Selection: **ALBANIA**

SELECTED INSTITUTION	JUSTIFICATION
ALBANIAN HYDROGRAPHIC SERVICE	Key government institution
NATIONAL AGENCY OF PROTECTED AREAS	Key government institution
NATIONAL COASTLINE AGENCY	Key government institution
MINISTRY OF TOURISM AND ENVIRONMENT	Key government institution
VLORA REGIONAL ADMINISTRATION OF PROTECTED AREAS	Key sub-government institution
MUNICIPALITY OF VLORE/ORIKUM	Key sub-government institution
INSTITUTE FOR NATURE CONSERVATION IN ALBANIA	Civil society organisation
THE RESOURCE ENVIRONMENTAL CENTRE IN ALBANIA	Civil society organisation
AICS TIRANA	Implementer of the 'Marine and Coastal Protected Areas 2 – Improving coverage and management effectiveness of marine and coastal protected areas' project
UNDP ALBANIA	Implementer of the 'Marine and Coastal Protected Areas 2 – Improving coverage and management effectiveness of marine and coastal protected areas' project
UNIVERSITY OF TIRANA	Higher education institution

## Tentative Core Stakeholder Selection: **MONTENEGRO**

SELECTED INSTITUTION	JUSTIFICATION
Ministry of Sustainable Development and Tourism	Key government institution
Ministry of Transport and Maritime Affairs	Key government institution
Ministry of Science	Key government institution
Ministry of Culture	Key government institution
Agency for Environmental Protection	Key government institution
Ministry of Agriculture and Rural Development/ Directorate for Fisheries	Key government institution
Administration for the Protection of Cultural Properties	Key government institution
Maritime Safety and Ports Management Administration	Key government institution
Municipality of Bar	Key sub-government institution
Municipality of Kotor	Key sub-government institution
Water Supply and Sewerage Bar	Key sub-government institution
Port State Control Montenegro – Harbour Office Kotor	Key business institution
Port of Bar	Key business institution
Port of Kotor	Key business institution
The Centre for Ecotoxicological Research	Civil society organisation

## 9 Step IV: Evaluation of Stakeholder Involvement

This step follows stakeholder planning and engagement to subjectively assess the usefulness of the process for different participants. This can be done via several means: an easy and effective means could be a post-workshop questionnaire in which different stakeholders could provide feedback on the merits of this stakeholder involvement process.

The other purpose of this step is to assess the added value for each stakeholder, particularly in assessing the replicability of such a project in different contexts or to develop phased projects in other pilot sites. The questionnaire for stakeholder evaluation can only be crafted once more clarity on the workshop format and engagement of stakeholders emerges.

Due to the current interruptions experienced by COVID-19, this step can be expected to witness delays as it is dependent on the completion (or at least, near-completion) of the previous step.

## Annex I: Summary Analysis of Semi-structured Interview Questions – ALBANIA

1. Which of the following stakeholder group best describes your organization?

STAKEHOLDER GROUP OPTIONS	RESPONDENTS
BUSINESS AND INDUSTRY	3
CIVIL SOCIETY	1
GOVERNMENT INSTITUTION	10
INTERNATIONAL ORGANISATION	1
NGOS	4
POLICY	1
SCIENCE	2

2. What is your level of operation?

OPERATION LEVELS	RESPONDENTS
LOCAL	3
NATIONAL	15
REGIONAL	4

3. Which topics related to marine sector management in the Adriatic are of interest to you?

MARINE SECTOR TOPICS	RESPONDENTS
MARINE PROTECTED AREAS	19
MARINE POLLUTION OR RELATED SUBJECTS (LITTER)	14
CLIMATE CHANGE ADAPTATION AND MITIGATION	4
MARINE TRANSPORT USES	2

4. What would your motivation be, linked to the topics identified above, to engage in projects related to marine management?

OPTION	RESPONDENTS	TREND
MONITORING AND MANAGING MARINE DEGRADATION AND HABITAT LOSS	14	11 national
IDENTIFYING AND IMPROVING POLLUTION HOTSPOTS AND MARINE LITTER SOURCES	14	10 national
BENEFITING FROM ECONOMIC AND ECOSYSTEM RETURNS OF IMPROVED MARINE MANAGEMENT	17	12 national
INVOLVING BENEFICIARIES AND STAKEHOLDERS ON A COMMON PLATFORM	13	8 national
OTHER RESPONSES: PARTICIPATING IN COASTAL CLEANING ACTIVITIES MONITORING THE ALBANIAN COASTLINE AND THE CONTINENTAL SHELF		

## 5. How does your organization contribute to marine management/governance?

OPTION	NUMBER
SUPPORTING EFFECTIVE IMPLEMENTATION OF A POLICY, REFORM OR PROJECT	13
ENSURING PROPER ENFORCEMENT OF REGULATIONS AND NORMS	7
RAISING AWARENESS ON MARINE ISSUES, RISKS, POLLUTION, BIODIVERSITY LOSS	14
BUILDING/OPERATING/MAINTAINING MARINE INFRASTRUCTURE	4
IDENTIFYING AND BRINGING MARINE USERS UNDER A PLATFORM, POLICY OR INSTITUTION	7
CONTRIBUTING TO MARINE MANAGEMENT, PARTICULARLY SUSTAINABLE TOOLS AND TECHNIQUES	12
FOSTERING CAPACITY BUILDING, QUALIFICATIONS, TRAINING	9
PROVIDING FUNDS TOWARDS MARINE GOVERNANCE	4
SUPPORTING CONSENSUS BUILDING (ACROSS POLICY PREROGATIVES, BETWEEN USERS)	4
DEVELOPING TECHNICAL AND NON-TECHNICAL INNOVATIONS (TO REVERSE MARINE POLLUTION, PREVENT RISKS, DELIVER SERVICES)	7
BUILDING POLITICAL ACCEPTABILITY (LOBBYING OR LEGISLATION RELATED TO THE SECTOR)	7

## 6. Do you think marine spatial planning (MSP) can offer services and products that relate to your institutional mandates?

20 respondents (stakeholders can exercise multiple function) out of which:

- Seven stakeholders answered marine protected areas or related areas such as conservation;
- Six stakeholders answered in relation to networking/synergies, stakeholder participation and the creation of strategies/plans or legislative tools;
- Four stakeholders mentioned technical tools such as maps, bathymetric maps and geoinformation data;
- Four stakeholders mentioned tourism;
- Three stakeholders mentioned aquaculture; and
- Two stakeholders answered fishery.



INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
AKPT	Regulations related to development of aquatic tourism	Regulations related to development of marinas and harbours	Regulations related to buffer zones and water protected areas	Regulations related to aquaculture development		
ALBANIAN HYDROGRAPHIC SERVICE	Identification of areas of interest in Adriatic sea	Coastal and bathymetric maps	Tidal data	Water column data and studies	Sediment data analysis etc.	
ALBA ADRIATICA	More aquaculture					
NATIONAL AGENCY OF PROTECTED AREAS	More MPAs	Better management of the surrounding areas	Regulation of the maritime traffic			
N/A	Integrated Coastal Zone Management implementation tools and practices	Marine protected areas social and environmental enforcement activities	Sustainable policy implementation regulations and norms	Capacity building	Intergovernmental institutional procedures and decision norms	
AICS TIRANA	Initiatives on marine protection	Initiatives on sustainable tourism	Initiatives on marine protected areas			
NATIONAL COASTLINE AGENCY	Models on preservation of marine protected areas	Building strategies and policies on protected marine areas management				
MINISTRY OF TOURISM AND ENVIRONMENT	Legal framework and policies related to marine spatial planning	Integrated marine PA management	Interlinkage between MSP and Climate change			
ALBANIAN GEOLOGICAL SURVEY	Bathymetric maps	Aerial photos and satellite images				
DIVING ALBANIA	Diving					
ECOLOGICAL CLUB	Management capacity building	Building political acceptability	Improving the legislation and regulations for this sector			
FACULTY OF NATURAL SCIENCES, UNIVERSITY OF TIRANA	Georeferenced information and data	Platforms and forums for multi stakeholder engagement	Identification of marine hotspots	Identification of critical sites for key species		
MARE PROJECT	Fishery	Aquaculture				
ADZM VLORE	Ensure integrated planning of the management of the seas.	Helps in the building of relationships and acceptance between different sectors	Brings to the attention of the industrial sector the importance of MPAs.			

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
MILIEUKONTAKT ALBANIA	Will develop a clear plan - MSP - with tasks and roles per each actor	Propose technical and non-technical innovations				
INSTITUTE FOR NATURE CONSERVATION IN ALBANIA	Fishery and food	Tourism and recreation	Transport	Ecosystems and biodiversity	Protected areas	Marine habitats
UNIVERSITY OF TIRANA	Use marine resources sustainably	Conservation and recreation				
UNDP ALBANIA	Legal analysis	Monitoring assessment	Sustainable Fishing	Sustainable tourism	Safety transport; preparedness and response to pollution from accidents	Stakeholders participation
SHERBIMI GJELOGJIK SHQIPTAR	MSP can provide services that we may not be able to afford. Joint projects can be of more interest					
THE RESOURCE ENVIRONMENTAL CENTER ALBANIA	Technical support tools such as maps	Networking and synergies with other relevant inst/actors				

7. Can MSP provide a multi-stakeholder, multi-focal platform that could engage different Adriatic Sea?

22 respondents out of which:

- Twenty-one respondents answered: YES
- One respondent answered: NO

8. If yes, would this be a feasible marine management tool in your country? Can you identify users / stakeholders / institutions, other than yourself, who could be involved?

GOVERNMENT MINISTRIES/CENTRAL	SUB-NATIONAL GOVERNMENT	OTHER GOVERNMENT INSTITUTIONS	OTHER INSTITUTIONS
Ministries	Coastal Municipalities	Albanian Geological Survey	Different NGOs working on marine and water management
Ministry of Agriculture and Rural Development	Local Governments (Vlora, Lushnja, Kavaja, Durresi, Kurbini, Lezha & Shkodra)	Albanian Navy / Coast Guard / Hydrographic Service	Fishery
Ministry of Tourism and Environment	Municipalities along the coastal area	MTE And Its Subordinate Agencies	Fishery
Ministry of Transportation	Regional Governments/ Institutions in coastal areas	National Marine Directorate	Academic institutions such as universities
MTE and its subordinate agencies	Lezhe Prefecture (Committee of Protected Areas)	Agency of MPAs	Shengjin Port Captain
Ministry of Education and Research Institutions		Directorate of Fisheries and Aquaculture Services, Ministry of Agriculture And Rural Development	Tour operator and services
Ministry of Infrastructure		National Agency of Territorial Planning	Tourism
Ministry of Infrastructure and Energy		National Environment Agency	University of Vlora
Ministry of Transport and Infrastructure		Regional Associations	University of Shkodra
National Agencies		Agency for The Management of Water Resources	Diving Association or Managers
National Agency of Protected Areas			Fisheries Management Organization
National Agency of Territorial Planning			University of Durres
National Environment Agency			
Navy			
Interministry Maritime Operations Centre			
Agjencia Kombëtare Për Zhvillim Rajonal			
Ministry of Defence			
National Agency of The Coast			
State Agency for Geospatial Information			

9. At what stage, given your understanding of MSP and marine management as well as your institutional prerogatives, do you think you can be involved in the marine management process? (multiple answers possible)

CATEGORY	RESPONDENTS	TREND
DEVELOPMENT OF THE MSP PLAN	15	No clear pattern
QUANTITATIVE DATA AND QUALITATIVE INFORMATION COLLECTION	13	8 national respondents but no clear pattern
ANALYSIS OF INFORMATION AND DATA	14	7 governmental institutions, 10 national respondents
IMPLEMENTATION OF THE MSP PLAN	11	8 national respondents
INTERPRETATION AND COLLATION OF OUTCOMES	5	No clear pattern
DISSEMINATION OF OUTCOMES	10	7 national respondents

1 respondent answered other: the monitoring and evaluation of the MSP

10. What are the roadblocks, hurdles and disadvantages of implementing MSP that you foresee? (multiple answers possible)?

CATEGORY	RESPONDENTS	TREND
LACK OF COORDINATION MECHANISMS AND CONSENSUS	16	12 national respondents
TIME CONSTRAINTS AMONG DIFFERENT STAKEHOLDERS	4	N/A
PAUCITY OF FINANCIAL RESOURCES AND LACK OF FUND DISTRIBUTION	16	12 national respondents
PERSONNEL LIMITATIONS AND LACK OF CAPACITY (BOTH TECHNICAL AND ADMINISTRATIVE)	18	13 national respondents
ORGANIZATIONAL RESTRICTIONS	5	N/A

#### OTHER

- Lack of multifunctional infrastructure and improvement of legal framework
- Lack of political will and priorities on marine environment
- Political willingness
- Unclear legislation and roles between actors

11. According to your experience in the marine sector, do you see MSP having environmental and economic (positive) impacts nationally and regionally?

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
AKPT	Underwater tourism	Sustainable tourism	Addition of fish species / blue economy	Water quality		
ALBANIAN GEOGRAPHIC SERVICE	Environmental biodiversity protection	Tourism	Scientific researcher			
FISHERY MANAGEMENT ORGANIZATION	It is an added value					
ALBA ADRIATICA	More development opportunities					
NATIONAL AGENCY OF PROTECTED AREAS	Improve the water quality	Biodiversity	Increase the economic income			
N/A	Planning according to ICZM directive	Integration of environmental and economic sustainable development	Institutional capacity building	Institutional coordination	Progress in implementing marine cadastre legislation	Marine litter management
AICS TIRANA	Correct management of marine protected areas	Pollution and waste control (rivers and sea)	Sustainable tourism increases local development			
NATIONAL COASTLINE AGENCY	Rises the collaboration between countries	Implementation of new techniques on protecting marine environmental				
MINISTRY OF TOURISM AND ENVIRONMENT	Ecosystem services	Ecotourism development in MPAs	Regional spatial development and implementation			
ECOLOGICAL CLUB	Improving marine biodiversity	Rational use of marine resources (fishing)	Reduce the level of pollution of the marine environment	More guaranteed stability in terms of revenue from marine resources		
FACULTY OF NATURAL SCIENCES, UNIVERSITY OF TIRANA	Definition of economically used marine zones	Clear demarcation of ecologically sensitive zones	Clearer definition and demarcation of marine zones for fishing	Better planning and management of marine transport	Definition of marine pollution hotspots	Better planning, development and management of coastal and marine tourism
MARE PROJECT	National environmental impact	Regional reduced pollution	Sustainable development of different sectors			

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
ADZM VLORE	Evaluation of the situation, collection of important data	Ensures sustainability of the investments both in private sector as well as in public sector, including the investments in environmental protection	Finding a balance between users & nature protection	General acceptance of the situation		
INSTITUTE FOR NATURE CONSERVATION	Environment and nature resources protection	Efficient use of marine nature resources	Engagement of the interesting groups and stakeholders	Education of new generation of managers		
UNIVERSITY OF TIRANA	Yes! It can consider the cumulative planning effects of urban and tourist areas, industry, etc.	Consider effects fishery and aquaculture, etc.	It can consider the cumulative effects of pollution from urban and tourist areas, industry, navy, etc.			
UNDP ALBANIA	Common vision	Joint planning and development	Joint management	Analysis and joint solution	Joint monitoring	
THE RESOURCE ENVIRONMENTAL CENTRE	Strategic planning on important economic activities	Protection and management for protected areas	Prevent pollution of marine			

## Annex II: Classification of Stakeholder Groups – ALBANIA

### Group 1 – National and Regional Level Institutions:

- AKPT – National Planning Agency
- Albanian Hydrographic Service
- National Agency of Protected Areas
- National Coastline Agency, Albania
- Ministry of Tourism and Environment
- Albanian Geological Survey<sup>30</sup>
- AdZM Vlore – Vloja Regional Administration of Protected Areas

### Group 2 – Sub-National Institutions:

- Bashkia Vlore/Orikum – Municipality of Vlore/Orikum

### Group 3 – Corporations/Business and Industry/NGOs:

- Fishery Management Organisation
- Alba Adriatica
- Diving Albania
- Ecological Club
- Institute for Nature Conservation in Albania
- The Resource Environmental Centre Albania
- Milieukontakt Albania
- MarE project

### Group 4 – International Organisations:

- AICS Tirana
- UNDP Albania

### Group 5 – Universities:

- Faculty of Natural Sciences, University of Tirana<sup>31</sup>
- University of Tirana

<sup>30</sup> Two respondents were interviewed from this organization, as the data collected by the national consultants reflects.

<sup>31</sup> Two respondents were interviewed from this organization, as the data collected by the national consultants reflects.



## Annex III: Summary Analysis of Semi-structured Interview Questions – MONTENEGRO

1. Which of the following stakeholder group best describes your organization?

STAKEHOLDER GROUP OPTIONS	RESPONDENTS
BUSINESS/INDUSTRY	6
GOVERNMENT INSTITUTIONS	16
INDIGENOUS/LOCAL	6
NGOS	1
OTHERS	11

2. What is your level of operation?

OPERATION LEVELS	RESPONDENTS
LOCAL	11
NATIONAL	16
REGIONAL	12
SUB-REGIONAL	1
MULTIPLE PRESENCE	5

3. Which topics related to marine sector management in the Adriatic are of interest to you?

MARINE SECTOR TOPICS	RESPONDENTS
MARINE POLLUTION OR RELATED SUBJECTS (LITTER)	24
MARINE PROTECTED AREAS	13
MARINE TRANSPORT USES	7
OTHER RESPONSES INCLUDED CULTURE AFFAIRS	

4. What would your motivation be, linked to the topics identified above, to engage in projects related to marine management?

OPTION	RESPONDENTS	TREND
MONITORING AND MANAGING MARINE DEGRADATION AND HABITAT LOSS	14	No clear patterns among respondents
IDENTIFYING AND IMPROVING POLLUTION HOTSPOTS AND MARINE LITTER SOURCES	20	9 out of 20 respondents are government institutions and 4 are business/industry
BENEFITING FROM ECONOMIC AND ECOSYSTEM RETURNS OF IMPROVED MARINE MANAGEMENT	13	5 out of 13 respondents are government institutions
INVOLVING BENEFICIARIES AND STAKEHOLDERS ON A COMMON PLATFORM	9	Mostly government institutions with regional and national level
OTHER RESPONSES: PARTICIPATING IN COASTAL CLEANING ACTIVITIES MONITORING THE ALBANIAN COASTLINE AND THE CONTINENTAL SHELF		

5. How does your organization contribute to marine management/governance?

OPTION	RESPONDENTS	TREND
SUPPORTING EFFECTIVE IMPLEMENTATION OF A POLICY, REFORM OR PROJECT	19	9 national government institutions, 3 business and industry
ENSURING PROPER ENFORCEMENT OF REGULATIONS AND NORMS	18	9 government institutions
RAISING AWARENESS ON MARINE ISSUES, RISKS, POLLUTION, BIODIVERSITY LOSS IMPROVED MARINE MANAGEMENT	19	Repartition is almost equal across different categories with no clear pattern
BUILDING/OPERATING/MAINTAINING MARINE INFRASTRUCTURE	10	About half from government institutions
IDENTIFYING AND BRINGING MARINE USERS UNDER A PLATFORM, POLICY OR INSTITUTION	4	1 government, 1 NGO and 2 others
CONTRIBUTING TO MARINE MANAGEMENT, PARTICULARLY SUSTAINABLE TOOLS AND TECHNIQUES	10	Primarily others and only 1 government institution
FOSTERING CAPACITY BUILDING, QUALIFICATIONS, TRAINING	12	5 government institutions, 3 business and industry
PROVIDING FUNDS TOWARDS MARINE GOVERNANCE	3	No clear pattern
SUPPORTING CONSENSUS BUILDING (ACROSS POLICY PREROGATIVES, BETWEEN USERS)	3	No clear pattern
DEVELOPING TECHNICAL AND NON-TECHNICAL INNOVATIONS (TO REVERSE MARINE POLLUTION, PREVENT RISKS, DELIVER SERVICES)	4	No clear pattern
BUILDING POLITICAL ACCEPTABILITY (LOBBYING OR LEGISLATION RELATED TO THE SECTOR)	3	No clear pattern

## 6. Do you think marine spatial planning (MSP) can offer services and products that relate to your institutional mandates?

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4
SFC TUNA	It can			
SFC AMA	Yes			
MONTENEGRIN SEA FISHING ASSOCIATION	I think not			
MINISTRY OF SUSTAINABLE DEVELOPMENT AND TOURISM	Yes, in the context of establishing a framework that will reduce the impact of coastal and marine activities on the environment, that is, to ensure the sustainable use of coastal and marine resources	Fulfilment of obligations in the process of accession to the European Union		
SFC BOJANA	Yes			
THE MUNICIPALITY OF KOTOR	Within the existing responsibilities of the Secretariat, we believe not			
THE CENTRE FOR ECOTOXICOLOGICAL RESEARCH	We believe that through the development of substrates for PP and the creation of a database on the quality of the marine environment and the determination of the current state of the marine ecosystem (seawater, sediments, biological material, the impact of effluents, toxic substances, etc.), especially within the environmental objectives of EO5 and EO9. It can also contribute to the planning of new locations in terms of the impact of air quality, noise (EO11) and the production of substrates in terms of radioactive contamination-emanation of radon	Also, based on our environmental quality data protected areas, shellfish and fish breeding areas, as well as possible space-beaches capacity are being planned	CETI has the capacity to produce soil contamination bases in terms of its future use and use	
THE MUNICIPALITY OF BAR	Identification of potentially protected areas			
THE MUNICIPALITY OF TIVAT	Yes, in terms of planning and using the space in a sustainable way	Yes, in terms of the implementation of environmental measures		
PORT OF BAR	Establishing the basis for the development of new port terminals			
PORT OF KOTOR	Our job is the port service, so I think it can			
PORTO MONTENEGRO	Of course, with the help of NGOs and businessmen			

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4
MARINE PROPERTY OF MONTENEGRO	Maritime spatial planning is very important for the work done by our institution in order to clearly define and zonate the purpose of the sea in order to prevent conflicts in the field, first of all defining bathing areas, post offices, mariculture, maritime transport, docks, moorings, anchorages, protected areas, potential protected areas, etc.			
REGIONAL WATER SUPPLY SYSTEM MONTENEGRO IN COAST	Indirectly through tourism development	Management of submarine infrastructure		
INSTITUTE FOR HYDROMETEOROLOGY AND SEISMOLOGY OF MONTENEGRO	Hydrographic survey and drafting of maritime charts for the needs of the Ministry of the Interior	Oceanographic investigations for the purpose of defining the physical parameters of the sea (sea currents, waves, tides, thermohaline properties of water, etc.)	Marine meteorology	Chemical and biological analysis for providing information about environmental conditions
ASSOCIATION OF PROFESSIONAL FISHERMEN AT THE SEA OF MONTENEGRO	Collecting waste while hunting	Storage of waste for physical destruction		
MINISTRY OF TRANSPORT AND MARITIME AFFAIRS	Construction of new ports and reconstruction of existing ones	Construction of marinas		
MARITIME SAFETY AND PORTS MANAGEMENT ADMINISTRATION	Maritime spatial planning could be used as one of the platforms in order to identify and monitor new waterways.			
WATER SUPPLY AND SEWERAGE BUDVA	Defining submarine discharges			
SFC SIPA TIVAT	Yes			
SPORT FISHING CLUB DEEP BLUE	By involving sport fishermen and divers for getting the clearer picture from the field			
PORT STATE CONTROL MONTENEGRO - HARBOUR OFFICE KOTOR	Of course. Port State Control Montenegro has its part in the application of international conventions and the protection of the sea against pollution and the implementation of national regulations relating to navigation safety.			

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4
AGENCY FOR ENVIRONMENTAL PROTECTION	Certainly, the Agency for Environmental Protection is relevant to the spatial planning process by providing input on natural values, a strategic impact assessment mechanism and then the spatial plans determine the spatial activities that underlie the further action			
MINISTRY OF AGRICULTURE AND RURAL DEVELOPMENT/ DIRECTORATE FOR FISHERIES	Yes, marine spatial planning has been recognized by the fisheries and aquaculture sectors as a key mechanism that can help sustainability, social acceptability and competitiveness of the sector	Yes, the evenly, undisturbed and sustainable development of all the activities carried out at sea and the coastal zone, respecting the principle of Integrated Management		
ADMINISTRATION FOR THE PROTECTION OF CULTURAL PROPERTIES	Establishing an adequate database, which would probably precede the formation and implementation of MMPS, would create conditions for easier monitoring of the situation and adoption of protection measures for sites with underwater cultural heritage status			
MUNICIPALITY OF HERCEG NOVI -SECRETARIAT FOR MUNICIPAL SERVICES, ECOLOGY AND ENERGETIC EFFICIENCY	Yes			
WATER SUPPLY AND SEWERAGE HERCEG NOVI	Yes			
WATER SUPPLY AND SEWERAGE BAR	So far, no			
THE MUNICIPALITY OF ULCINJ	Yes, protection of the marine ecosystem			
WATER SUPPLY AND SEWERAGE ULCINJ	Maybe it is possible			

7. Can MSP provide a multi-stakeholder, multi-focal platform that could engage different Adriatic Sea?

This question was not addressed directly in the survey.

8. If yes, would this be a feasible marine management tool in your country? Can you identify users / stakeholders / institutions, other than yourself, who could be involved?

GOVERNMENT MINISTRIES	OTHER ADMINISTRATION	OTHER ENTITIES
Ministry of Agriculture and Rural Development	Marine Property of Montenegro	Centre for Conservation and Archaeology of Montenegro
Ministry of Culture	Agency for Nature and Environmental Protection	Companies in Montenegro whose operations are related to the marine area
Ministry of Economy	Port authorities	Faculty of maritime in Kotor (University of Montenegro)
Ministry of Sustainable Development and Tourism	Maritime Safety and Port Administration	Fishermen's Association
Ministry of Transport and Maritime Affairs	The Municipality of Ulcinj	Owners and concessionaires of ports, marinas and docks
	Harbor Master's Office	Diving clubs
	Local government bodies located in the coastal area	Fishing communities
	Ports of national importance	Local diving clubs in Montenegro
	Regional water supply institutions	NGOs
	Protected area managers	Scientific institutions (Institute of Marine Biology, Marine Property of Montenegro, Montenegro Hydrocarbon Administration)
	Hydrometeorological Institute of Montenegro	Utilities associations
	Port of Adria	Institute for Subtropical Cultures Bar
	Water supply and sewerage (Bar, Budva, Herceg Novi, Kotor, Tivat, Ulcinj)	Hmeosan Ltd.
	Institute for the Protection of Cultural Monuments	Fishing sports societies
		Entities managing the torrential flows on the Montenegrin coast (when relevant Municipalities or utility companies)
		Associations of architects and spatial planners

9. At what stage, given your understanding of MSP and marine management as well as your institutional prerogatives, do you think you can be involved in the marine management process? (multiple answers possible)

CATEGORY	RESPONDENTS	PATTERN
DEVELOPMENT OF THE MSP PLAN	19	Repartition is almost equal across different categories
QUANTITATIVE DATA AND QUALITATIVE INFORMATION COLLECTION	12	Four in the other category, otherwise no clear pattern
ANALYSIS OF INFORMATION AND DATA	14	Repartition is almost, again, equal across different categories with no clear pattern
IMPLEMENTATION OF THE MSP PLAN	10	6 national respondents
INTERPRETATION AND COLLATION OF OUTCOMES	6	4 national respondents (government entities)
DISSEMINATION OF OUTCOMES	5	No clear pattern
<b>OTHER RESPONSES:</b> <ul style="list-style-type: none"> <li>▪ CETI can make its contribution to these areas individually or in cooperation with relevant partners, data collection and field work</li> <li>▪ LLC water supply and sewerage bar can be included in the process only after the construction of a wastewater treatment plant that would be entrusted to the company for maintenance.</li> <li>▪ By giving suggestions for MSP management process</li> <li>▪ Giving opinions, remarks and suggestions on plans, strategies, etc.</li> <li>▪ Management of submarine infrastructure</li> </ul>		

5 respondents did not answer this question.

10. What are the roadblocks, hurdles and disadvantages of implementing MSP that you foresee? (multiple answers possible)

CATEGORY	RESPONDENTS	PATTERN
LACK OF COORDINATION MECHANISMS AND CONSENSUS	14	No clear pattern
TIME CONSTRAINTS AMONG DIFFERENT STAKEHOLDERS	7	No clear pattern
PAUCITY OF FINANCIAL RESOURCES AND LACK OF FUND DISTRIBUTION	18	No clear pattern
PERSONNEL LIMITATIONS AND LACK OF CAPACITY (BOTH TECHNICAL AND ADMINISTRATIVE)	15	8 government institutions
ORGANIZATIONAL RESTRICTIONS	2	N/A

OTHER
<ul style="list-style-type: none"> <li>▪ Disinterest of competent stakeholders</li> <li>▪ In addition to all the above constraints, which can be an obstacle, the biggest is the establishment and adoption of an MPP policy as a "State Project" and a State commitment to future development.</li> <li>▪ Lack of important information on natural values</li> </ul>

11. According to your experience in the marine sector, do you see MSP having environmental and economic (positive) impacts nationally and regionally?

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
SFCAMA	Environmental impact at national level					
MONTENEGRIN SEA FISHING ASSOCIATION	I find that this has positive economic, environmental and environmental impacts	Limitations are: Low level of citizens' awareness of the need to protect the sea, weakness of institutions over the implementation of the plan and supervision, which creates corrupt conditions, unbalanced impact of capital on sustainable development				
MINISTRY OF SUSTAINABLE DEVELOPMENT AND TOURISM	Yes, MSP will have positive environmental and economic impacts at national and regional levels.	The challenge in implementing MSP can be coordination between project development and protecting natural resources				
THE CENTRE FOR ECOTOXICOLOGICAL RESEARCH	There are no negative impacts, but there are limits to meeting all possible requirements and wishes of various "investors" for the construction of facilities or the use of the sea, which are not in line with Montenegro's commitment of achieving a good ecosystem status for the marine ecosystem in accordance with MSFD and the "Montenegro-Ecological State".					
THE MUNICIPALITY OF BAR	Do not know					
THE MUNICIPALITY OF TIVAT	Yes, adequate planning and implementation of plans has a direct positive environmental and economic impact	As a disadvantage, it is important to mention the problems in the implementation of the planned measures in the field, especially when it comes to the protection of nature and the environment in general				



INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
PORTO MONTENEGRO	MPP is a key document for the development of the economy and the maritime industry. Depending on the quality of its production and application, the sustainable development of this field will depend					
MARINE PROPERTY OF MONTENEGRO	MSP can have positive environmental and economic impacts at national and regional levels	Negative impacts can be caused by random anchoring (damage to ecosystems and economic damage); unregulated waterways (damage to ecosystems), etc.				
REGIONAL WATER SUPPLY SYSTEM MONTENEGRIN COAST	Management of the number of large draft vessels entering the territorial waters of Montenegro is questionable from the point of view of underwater infrastructure protection					
INSTITUTE FOR HYDROMETEOROLOGY AND SEISMOLOGY OF MONTENEGRO	Quality valorisation of marine resources	Prevention of incidents at sea	Protection against maritime pollution	Better organization in resource management	Reducing corruption	Targeted development of the maritime economy, Constraints in terms of construction in coastal zones
ASSOCIATION OF PROFESSIONAL FISHERMEN AT THE SEA OF MONTENEGRO	Of course, it is, but every action in the implementation of the MPP must be covered by a financial compensation because fishermen do not want to volunteer but to be rewarded for their work					
MINISTRY OF TRANSPORT AND MARITIME AFFAIRS	Coastal dynamics - for example erosion	Natural disasters				

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
SFC SIPA TIVAT	Yes					
SPORT FISHING CLUB DEEP BLUE	Yes, it has a positive impact					
PORT STATE CONTROL MONTENEGRO - HARBOUR OFFICE KOTOR	Yes					
AGENCY FOR ENVIRONMENTAL PROTECTION	Certainly, this area should be regulated. Negative impacts can be pollution from ships, maritime routes, anchorages, emissions from cruisers, ballast water.					
MINISTRY OF AGRICULTURE AND RURAL DEVELOPMENT/ DIRECTORATE FOR FISHERIES	We recognize spatial planning as a mechanism that can help achieve synergies, rather than deepening differences between sectors that have offshore activities, of course if the principle of integrated management is taken into account and applied as such					
ADMINISTRATION FOR THE PROTECTION OF CULTURAL PROPERTIES	Given the lack of mechanisms to protect and monitor the state of underwater cultural heritage, the implementation of the MMP would create the conditions for the implementation of the measures necessary for its adequate preservation and presentation.					
MUNICIPALITY OF HERCEG NOVI - SECRETARIAT FOR MUNICIPAL SERVICES, ECOLOGY AND ENERGETIC EFFICIENCY	The limitation is insufficient communication with organizations that can provide us with accurate data - black dots undersea.					

INSTITUTION	ANSWER 1	ANSWER 2	ANSWER 3	ANSWER 4	ANSWER 5	ANSWER 6
WATER SUPPLY AND SEWERAGE HERCEG NOVI	I find that marine spatial planning has environmental and economic implications at national and regional level.					
WATER SUPPLY AND SEWERAGE BAR	We have no experience with the maritime sector					
THE MUNICIPALITY OF ULCINJ	We think it has both environmental and economic impacts	Devastation of the ecosystem from wastewater and other miscellaneous waste				
WATER SUPPLY AND SEWERAGE ULCINJ	We have no experience					

## Annex IV: Classification of Stakeholder Groups – MONTENEGRO

### Group 1 – National Level Institutions:

- Agency for Environmental Protection
- Administration for the Protection of Cultural Properties
- Institute for Hydrometeorology and Seismology of Montenegro
- Marine Property of Montenegro
- Maritime Safety and Ports Management Administration
- Ministry of Sustainable Development and Tourism
- Ministry of Transport and Maritime Affairs
- Ministry of Science
- Ministry of Culture
- Ministry of Agriculture and Rural Development/ Directorate for Fisheries
- Montenegro Hydrocarbon Administration
- Procon
- Water Administration (national)

### Group 2 – Regional/Sub-National Institutions:

- Municipality of Bar
- Municipality of Budva
- Municipality of Herceg Novi – Secretariat for Municipal Services, Ecology and Energetic Efficiency
- Municipality of Kotor
- Municipality of Tivat
- Municipality of Ulcinj
- Port State Control Montenegro - Harbour Office Kotor
- Water Supply and Sewerage Bar
- Water Supply and Sewerage Budva
- Water Supply and Sewerage Herceg Novi
- Water Supply and Sewerage Ulcinj

### Group 3 – Business and Industry:

- Port of Adria
- Port of Bar
- Port of Kotor
- Porto Montenegro
- The Centre for Ecotoxicological Research

### Group 4 – Fishing-Related Stakeholders + NGOs:

- Association of Professional Fishermen at the sea of Montenegro
- Montenegrin Sea Fishing Association
- Regional Water Supply System Montenegrin coast (publicly held company)
- Sports Fishing Club (SFC) AMA
- SFC BOJANA
- SFC DELFIN
- SFC DEEP BLUE
- SFC SIPA TIVAT
- SFC TUNA





Implementation of the ecosystem approach  
in the Adriatic through marine spatial planning

The GEF-funded project “Implementation of the Ecosystem Approach in the Adriatic Sea through Marine Spatial Planning” (GEF Adriatic) is carried out across the Adriatic-Ionian region with focus on two countries: Albania and Montenegro.

The main objective of the project is to restore the ecological balance of the Adriatic Sea through the use of the ecosystem approach and marine spatial planning. Also, the project aims at accelerating the enforcement of the Integrated Coastal Zone Management Protocol and facilitating the implementation of the Integrated Monitoring and Assessment Program. Eventually, it will contribute to the achievement of the good environmental status of the entire Adriatic. The project is jointly lead by UNEP/MAP, PAP/RAC and SPA/RAC. In Montenegro, the project is being implemented with the coordination of the Ministry of Sustainable Development and Tourism. The project duration is from 2018 to 2021.

