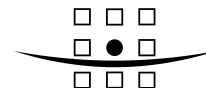


**Scottish Sustainable Marine Environment
Initiative (SSMEI)
SSMEI Clyde Pilot Project Proposal – Final
Report**



Scottish Executive

June 2005
Final Report
9P1698



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The views expressed in this report are those of the researchers and do not necessarily represent those of the Department or Scottish Ministers.

Executive Summary

The SSMEI Clyde pilot is aimed at the development and delivery of more integrated and sustainable management of the marine and coastal areas of the Firth of Clyde. This can be achieved through a number of key work elements:



■ FIRTH OF CLYDE FORUM AREA

1. Developing an agreed marine spatial plan for natural resource use, development control and management of the marine and coastal areas of the Firth of Clyde.
2. Providing decision support mechanisms.
3. Delivering more integrated decision making.

The experimental SSMEI project will offer added capacity and value to the work and profile of the Clyde Forum and in the context of the Scottish Executive's developing marine strategy. Initially at least, the same geographical boundaries on the Firth of Clyde as those adopted by the Forum are proposed, but marine rather than upstream issues will be the focus of activity. The precise coverage of the pilot project will however be agreed by those involved and informed by work considering the application of the ecosystem approach.

Aim

To undertake an experiment to enable and promote more sustainable management of marine natural resources in the Firth of Clyde

Objectives:

- To deliver the ideals of ecosystem based management and sustainable development by developing an effective and integrated stakeholder-regulator partnership for the marine and coastal areas of the Firth of Clyde;
- To develop a long-term marine spatial plan for the Clyde marine area;
- To develop coastal and inshore marine local sector plans which take full account of the interests of stakeholders and wider ecosystem issues;
- To integrate and make accessible natural resource 'ecosystem' level management information;
- To test new 'integrated management' structures in advance of Water Framework Directive (WFD) requirements and within the backdrop of the developing marine strategy for Scotland.

Tasks

1. Establish the Clyde Marine Advisory Group, agreeing its objectives and actions.
2. Provision of development guidance and consultation.
3. Investigate information requirements, especially opportunities for improvement in decision support to marine regulators.
4. Develop decision support mechanisms identifying inadequacies and consider changes.
5. Produce sectoral forward plans that integrate with the ecosystem based management plan for the Firth of Clyde.
6. Develop and implement a marine spatial plan that combines and augments the sectoral plans in a coherent system.
7. Develop a common information resource.
8. Promotion & fund-raising.

Structure

It is proposed that the SSMEI pilot project be steered by and report to a Clyde Marine Advisory Group (C-MAG), which should be made up of regulators and stakeholders drawn from the Clyde Forum core group members. The Firth of Clyde Forum (FOCF) will continue with its own work and provide support to the SSMEI project to enhance consideration of sustainable management of the Clyde within a wider planning framework. The Forum's existing network of members will be used for dissemination of information on SSMEI. It is suggested that C-MAG operate as a smaller working group of the Clyde Forum core group to minimise the additional burden for those involved and avoid setting up duplicatory or confusing new structures.

It is anticipated that one project officer assisted by a part-time administrator will be required to undertake and co-ordinate specific research tasks, manage commissioned work and to co-ordinate and organise Clyde Management Advisory Group (C-MAG) meetings. Aspects of the stakeholder / community consultation work and wider information dissemination could be undertaken through the forum. It is suggested that project officers should ideally be employed through a relevant agency such as SEPA, but housed within Clyde Forum secretariat offices – currently at SNH, Clydebank – to assist in coordination of the work of the Forum and exploitation of synergies.

Funding

Core funding for year one is to be allocated from contributions to the SSMEI project by the Scottish Executive and SNH. Provisional offers of in-kind contributions have been made by SEPA (management provision) and Glasgow and Clyde Valley Structure Plan Joint Committee (financial administration).

To progress the project at the scale beyond the minimum level additional funding will be required – particularly in years 2 and 3. Fund raising efforts are proposed for initial stages to target key corporate stakeholders that are not currently closely involved with the Forum. Other sources of funding will also be targeted. These funds would supplement core Scottish Executive funding or be applied to specific tasks or research projects informing the project. It is hoped that Local Authorities will recognise the benefit of addressing marine planning issues as part of C-MAG and contribute to funding for the project in future years.

Table 1 Proposed budget for Clyde SSMEI Pilot Project

Year	Staff Costs	Additional	Total
1, (Q 2,3,4)	£ 31,313	£ 59,500	£ 90,813
2	£ 41,750	£ 26,500	£ 68,250
3	£ 41,750	£ 9,000	£ 50,750
4, (Q1)	£ 10,438	£ 4,000	£ 14,438
TOTAL	£125,251	£ 99,000	£ 224,250

*including estimated 25% overhead charge

Deliverables

The following key deliverables will be provided by the Clyde pilot:

- C-MAG provide a structure that can facilitate marine spatial planning and investigate and test new decision-making processes in the marine environment;
- Integrated plans for key sectors such as recreation, offshore energy, shipping, industry, fisheries and aquaculture to achieve greater awareness between sectors & regulators and to encourage sustainable development in the sectors;
- A Marine Spatial Plan that connects the sectoral plans developed with the Glasgow and Clyde Valley Structure Plan; addresses SEPA's responsibilities under River Basin Management Planning and takes account of Scotland's obligations under international marine initiatives;
- A review of the implementation of the marine spatial plan by partners and others in the Clyde including lessons learned and recommendations for increasing uptake of the plan in the years following the pilot;
- Test the plan to see how this can influence future planning in the marine environment;
- C-MAG will provide advice to the SSMEI steering group on how more effective decision making can be developed to ensure joined-up thinking;
- At a local level it will look at how information is disseminated to all stakeholders within the local partnership model, where possible simplifying and clarifying the process for stakeholders;
- C-MAG will also commission other targeted research. In association with the Clyde Forum it will raise awareness of the sustainable development goals of the project;
- An extensive web-based resource of information relating to the Clyde and its marine environment that will contribute to awareness-raising.

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1 INTRODUCTION

1.1 Background

The overall aim of the Scottish Sustainable Marine Environment Initiative (SSMEI) is to develop and evaluate approaches to the sustainable management of Scotland's marine resources. The initiative will develop and test the effectiveness of alternative management approaches to deliver sustainable development in Scotland's coastal and marine environment. Ultimately, the project will lead to the implementation of a series of pilot management schemes.

This report presents the planned objectives, structure and implementation of the experimental Firth of Clyde SSMEI Pilot project. A technical annex is available presenting an audit of the Clyde in relation to its nature, human activities and existing management arrangements.

Details of the SSMEI project background and process are presented in the phase II overview report. All Phase I and Phase II outputs and reports for the other pilots (Berwickshire Coast, Shetland and Sound of Mull) will be made available on the project website (www.scottish-marine-sustainability.co.uk).

1.2 Firth of Clyde – Reasons for selection

The proposed Clyde pilot is a valuable component of the SSMEI project. The pilot proposed covers a large marine area that is one of the busiest sea routes in Scotland. It encompasses many sectors of interest, regulating and stakeholder organisations. The project will consider many of the marine management and planning issues faced in Scotland. The high level of economic interest raises the possibility of a self-sustaining management structure in the longer term supported by appropriate revenue generation. From a geographic perspective, there is recognition of the potential applicability to many sectors and environments across Scotland.

Although precise boundaries are to be defined, in scale terms there is clear compatibility with ongoing and planned initiatives such as the Inshore Fisheries Management Groups and the River Basin Management Plans as part of the Water Framework Directive (WFD) and the pilot will coordinate activity with other groups to avoid duplication. There is potential to bridge the gap between existing structures (the Firth of Clyde Forum) and anticipated statutory bodies (River Basin Management Advisory Groups) thereby contributing to Scotland's response to the WFD.

The Firth of Clyde was also part of the Irish Sea Pilot Project, part of the UK's Review of Marine Nature Conservation, and this ongoing work as part of SSMEI will encourage this link to be maintained. For example, a marine spatial planning exercise is being undertaken in Liverpool Bay which will have many parallels with the SSMEI Clyde pilot. The development of these projects at the same time should benefit each individually as well as adding value to both the SSMEI and the Irish Sea Pilot.

In addition to the other Scottish firths, lessons learned from the pilot may also be appropriate to areas where a more robust and high level system of marine management

is required. It is likely that the pilot undertaken in the Clyde will form the basis for a model of advancing marine management in the most pressurised marine environments in Scotland.

1.3 Pilot development process

The following process was conducted in developing this pilot project:

- Initial contact;
- Background audits (see technical annex);
- Proposed project outline;
- Consultation;
- Develop management framework.

It was logical to use the expertise of the Clyde Forum and its consultation network in developing pilot project ideas. Following an initial presentation to the Clyde Forum secretariat on the SSMEI, discussions commenced on the potential pilot project.

The Firth of Clyde Core Group consisting of around 20 member organisations (see appendix 1 for membership) was presented with proposals and comments sought. Following extensive discussion, agreement in principle has been achieved with Core Group members. The Core Group recognises the SSMEI pilot project as an opportunity to improve integrated marine environmental management on the Clyde through the marine spatial planning experiment.

Understandable concern was raised regarding availability of resources, potential duplication of activity and additional administrative burden. There were also queries regarding the working relationship between the Firth of Clyde Forum and the pilot, particularly that the ongoing work planned for the Clyde would not be put on hold or subsumed by tasks under the SSMEI pilot. These main points and many others have been addressed through revision and further consultation leading to this pilot proposal.

2 ACTIVITIES AND MANAGEMENT

The following table presents a summary of activities and current management arrangements in the Clyde region. Further details are provided in the audit of nature, activities and management in the technical annex.

2.1 Activities Matrix – issues and opportunities

Sector	Management issues	Management bodies	Management tools	Strengths and weaknesses	Opportunities for management initiatives
TRANSPORT AND SHIPPING	<ul style="list-style-type: none"> Increased port trade and capacity expansion (Hunterston); Ballast water; oil spills; Navigation conflicts with fish farms (more likely in the future?). 	Department for Transport (DfT); International Maritime Organisation (IMO) (OSPAR etc.) Clyde Ports.	<ul style="list-style-type: none"> IMO for shipping matters. 	<p>Strengths:</p> <p>Significant infrastructure Clyde ports developing and diversifying capacity.</p> <p>Weaknesses:</p> <p>Declining traditional industries.</p>	<ul style="list-style-type: none"> Strategic planning; International codes of practice; Encouragement of sea transport over road.
FISHERIES (now mainly shellfish – 91% of landings) mostly nephrops & scallops	<ul style="list-style-type: none"> Over fishing & sustainable practice; Gear conflict mobile v static gears; Profitability; Recruitment into industry; Decline in whitefish. 	Sea Fisheries Protection; Agency; SEERAD; EC (6nm +).	<ul style="list-style-type: none"> As rest of Scotland plus... days at sea – weekend ban; Closed areas (Holy Loch); MoD exclusion areas; Gear limits in certain areas (e.g. mobile Gear in Gare Loch). 	<p>Strengths:</p> <ul style="list-style-type: none"> Retention of a large active, diverse fleet; Economic contribution to coastal communities. <p>Weaknesses:</p> <ul style="list-style-type: none"> Costs of policing; Negotiating weakness of inshore fisheries despite high employment. 	<ul style="list-style-type: none"> Clyde fisheries management group; Clyde fisheries development project (Seafish) starting 2005; Effective input to Regional Advisory Councils; Mapping of fishery resources and values for decision makers.
FISH PROCESSING	<ul style="list-style-type: none"> Labour resource issues; Greater reliance on imports rather than landings; Increasing reliance on aquaculture production. 	SEPA, Local Authorities (LAs)(e.g. Env health) & Food Standards Agency.	<ul style="list-style-type: none"> Environmental Impact Assessment (EIA) depending on scale. 	<p>Strengths:</p> <ul style="list-style-type: none"> Proximity to both fisheries and aquaculture production and distribution. <p>Weaknesses:</p> <ul style="list-style-type: none"> Labour retention; Low profit margins. 	<ul style="list-style-type: none"> Premium & value-added seafood products; Branding linked to improved traceability, sustainability /good farm practice.
AQUACULTURE Salmon (& smolt) and shellfish	<ul style="list-style-type: none"> Site and environmental capacity limitation in lochs; 	Crown Estate; SEPA; Scottish Natural	<ul style="list-style-type: none"> EIA; discharge consent (SEPA); Works licence 	<p>Strengths</p> <ul style="list-style-type: none"> Well regulated <p>Weaknesses</p> <ul style="list-style-type: none"> Inadequacy of EIA to address 	<ul style="list-style-type: none"> Local area management plans for aquatic systems; Local area

Sector	Management issues	Management bodies	Management tools	Strengths and weaknesses	Opportunities for management initiatives
	<ul style="list-style-type: none"> • Competition with inshore fisheries; • Predator & storm damage; • Marine nature conservation interests; • Landscape impacts; • Loss of local ownership; • Contribution to nutrient load / algal blooms / sedimentation; • Wild v farmed salmon, & salmon v shellfish. 	Heritage (SNH) - consultee	<ul style="list-style-type: none"> • (LAs) • Seabed lease (Crown Estate); 	<ul style="list-style-type: none"> • cumulative issues; • Perception by some that presumption in favour of development. 	<ul style="list-style-type: none"> • management plans for aquaculture (in development); • Site rationalisation; • Strategic Environmental Assessment (SEA); • Assessments of carrying capacity ; • Diversification into new species.
ENERGY (Hunterston nuclear power station and BP Oil terminal at Finnart Loch Long)	<ul style="list-style-type: none"> • Radioactive waste • Emergency contingency • Decommissioning of Hunterston B (2011) • UK future energy needs with new power stations in Scotland 	Reserved UK matter – DTI	<ul style="list-style-type: none"> • EIA • SEA • Works licence (Department of Trade and Industry (DTI) • Security (Sec of State) 	<p>Strengths:</p> <ul style="list-style-type: none"> • Nationally important generating capacity <p>Weaknesses:</p> <ul style="list-style-type: none"> • Ageing infrastructure • Lengthy decommissioning process 	<ul style="list-style-type: none"> • Contingency planning; • SEA; • Risk reduction; • Pollution minimisation.
RENEWABLE ENERGY (offshore wind and wave power in development)	<ul style="list-style-type: none"> • Disruption of marine nature conservation in tidal streams/rapids ?; • Disruption of navigation; • Disruption of fisheries resources. 	Crown Estate;	<ul style="list-style-type: none"> • EIA; • Works licence. 	<p>Strengths</p> <ul style="list-style-type: none"> • Thorough EIA. <p>Weaknesses</p> <ul style="list-style-type: none"> • Little strategic planning - ad hoc approval of individual schemes. 	<ul style="list-style-type: none"> • Strategic environmental assessment; • Agreed zoning for developments based on marine spatial planning.
COASTAL INFRASTRUCTURE	<ul style="list-style-type: none"> • Adaptation of infrastructure to current and future usage; • Renewal of coastal defences; • Maintaining/developing access channels (dredging) & quaysides; • Waste disposal 	SEPA; Crown Estate; Harbour Authorities, LAs.	<ul style="list-style-type: none"> • EIA; • Works licence. 	<p>Strengths</p> <ul style="list-style-type: none"> • Becoming a higher priority issue <p>Weaknesses</p> <ul style="list-style-type: none"> • Strategic planning? 	<ul style="list-style-type: none"> • Strategic planning.

Sector	Management issues	Management bodies	Management tools	Strengths and weaknesses	Opportunities for management initiatives
	<ul style="list-style-type: none"> • Moorings provision; • Dealing with climate change. 				
TOURISM AND RECREATION	<ul style="list-style-type: none"> • Visitor site pressure and disturbance. 	SEPA; SNH; RSPB; Crown Estate; Access Forum.	<ul style="list-style-type: none"> • EIA; • Works licence for e.g. marinas, major structures; • Access code. 	<p>Strengths</p> <ul style="list-style-type: none"> • Wildlife attracts tourists. <p>Weaknesses</p> <ul style="list-style-type: none"> • Potential for disturbance of wildlife. 	<ul style="list-style-type: none"> • Strategic planning; • Awareness raising (code etc)
SPORT FISHING	<ul style="list-style-type: none"> • Rejuvenated in area with better numbers of returning salmon and sea trout. • Conflict with commercial netmen. 	SEERAD, Sport Scotland, SEPA, River Clyde Fisheries Management Trust	<ul style="list-style-type: none"> • Rod licensing (not sea); • Closed seasons (not sea); • Restocking (salmon & trout). 	<p>Strengths:</p> <ul style="list-style-type: none"> • Diversification of existing capacity. <p>Weaknesses:</p> <ul style="list-style-type: none"> • Lack of infrastructure and marketing. 	<ul style="list-style-type: none"> • Development potential for sea fishing (info, management); • More integrated management of game fishing.
HERITAGE AND BIODIVERSITY	<ul style="list-style-type: none"> • Marine conservation interest vulnerable to economic activities; • Limited knowledge. 	SEPA; SNH; RSPB; Crown Estate; Access Forum.	<ul style="list-style-type: none"> • Local Biodiversity Action Plan (marine plan in preparation); • SSSI; NNR; SAC; SPA. 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Associated by some with bureaucracy; • Limited protection of marine conservation; • Lack of control of ecosystem changes (e.g. climate). 	<ul style="list-style-type: none"> • Better information on marine conservation interest and value; • Heightened awareness; strategic planning; • Integrate LBAP initiative with other marine planning initiatives.

2.2 Clyde Forum activities

The Firth of Clyde Forum remit provides the potential to engage with a whole range of fields such as economic enterprise, resource management, renewal of infrastructure and engaging with the community. Currently the focus of the Forum is to disseminate information on the above areas and then ensure the communities and stakeholders with an interest in the Firth of Clyde have an opportunity to participate in the management process.

Analysis of the capacity of the Forum highlighted the need for the C-MAG advisory group to investigate which principles are the most important, such as co-ordinating research, encouraging good practice, conflict resolution and policy development, within the fields listed above. C-MAG will deliver recommendations on which principles within which fields provide the most effective means of delivering an 'Ecosystem approach' to management

An outline of the role and responsibilities of the Clyde forum is provided in the technical annex.

3 OVERVIEW OF FIRTH OF CLYDE PILOT

3.1 Clyde Pilot in context

It is intended that improvement in sustainable management should be delivered in a variety of ways including better integration and planning of marine activities. This is a key aim of the Scottish Executive's developing marine strategy but implementation at a local level presents many challenges.

A criticism of the existing Firth initiatives is the lack of implementation of any ICZM plans that have been developed. This pilot will build on the strengths of the current Clyde Forum and integrate a more explicit marine planning function which has not been tested in Scotland. It is also evident that the regulation of Scotland's water quality must change to take the Water Framework Directive (WFD) into account.

The wide-reaching WFD, to be implemented in Scotland by SEPA, stops short of forward planning. It does consider the marine environment within 'coastal waters' and 'transitional waters'. There is also a requirement within the WFD for integrated management. SEPA's close involvement in this pilot reflects the fact that the Clyde region will be an important component of any future River Basin Management Plan (RBMP). A single river basin district is planned for Scotland with an associated management plan to be produced by 2009.

A shadow River Basin Management Plan was produced for the South West River Basin District,¹. This SSMEI pilot project will take forward preparatory work, testing some of the structures, tasks and issues that will need to be considered as the WFD is implemented.

It is anticipated that the pilot will complement the proposed River Basin Management Advisory Group (RB MAG) – particularly on marine issues. It could evolve into a marine working group allied to, or within the RB MAG, or at least inform their establishment within Scotland. The pilot can therefore be used as a test-bed for the operation of these bodies, management actions and co-ordination with statutory bodies.

Under the Water Environment and Water Services Act 2003 (WEWS Act 2003) Local Authorities will take over from the Crown Estate in being responsible for planning aquaculture operations out to 3 nautical miles, but they will not receive new powers for marine activities related to other sectors. For example, offshore wind and wave energy developments fall outwith the local authority planning system.

In adopting an ecosystem approach, the SSMEI pilot will consider sectoral interactions beyond these geographical limits: this links with the RMNC, which included the Irish Sea Pilot project. The RMNC recommended that a pilot of marine spatial planning should be undertaken. This is being taken forward on an experimental basis with Liverpool Bay as the pilot site. These projects have a number of parallels and it is expected that information transfer between them will add value to both SSMEI and the work relating to Liverpool Bay.

¹ Available at www.scotland.gov.uk/library5/environment/srbmp-00.asp

3.2 Relationship with the Firth of Clyde Forum – a key element

The work of the Clyde Forum in bringing together the views of regulators, stakeholders and communities within the Firth of Clyde is recognised. The aim of the SSMEI pilot is to, as far as possible, work alongside the existing Firth of Clyde secretariat. Given the ambitious nature of the SSMEI project it is desirable that the project, whilst drawing on the expertise of the Firth of Clyde forum, has its own identity and is perceived as linked to, but distinct from, the Forum.

It is essential that the project does not duplicate the work of other local bodies or of the Firth of Clyde Forum and where possible it should avoid competing for the same sources of funding. Rather the SSMEI project is intended to assist in implementing marine spatial planning underpinned by novel decision making support mechanisms. It will also identify and address the marine and coastal management issues resulting from the emerging RBMP process in transitional and marine areas. The SSMEI and FOCF are therefore expected to add value to each other.

3.3 Project boundaries

It will be for C-MAG to agree upon appropriate boundaries for the pilot. The Clyde pilot's boundary should be appropriate to the objectives of the project and match existing boundaries as much as possible. As a starting point it is proposed for the geographical boundaries of the Clyde pilot to be the same as those of the Firth of Clyde Forum. The Forum's area extends from the tidal limit of the river in Glasgow's City Centre, westwards along the sea lochs and to the Mull of Kintyre, and southwards down the Ayrshire Coast to Loch Ryan, taking in the Islands of Arran, Bute and the Cumbraes.

The area defined is similar to the demarcation identified by the Inshore Fisheries Management Group for the Clyde² and there is a need for the SSMEI pilot to coordinate activity with that group to avoid duplication. In relation to the Water Framework Directive, the Clyde will be part of one Scotland River Basin District which covers the majority of Scotland. Ideally the Clyde SSMEI Pilot should have boundaries aligned as closely as possible to SEPA's river basin district sub-divisions.

SEPA consulted on administrative arrangements in 2004, however the final sub-divisions, forming area advisory groups, are still to be confirmed. It is understood that a National Advisory Group and a total of eight Area Advisory Groups are likely to be formed to support the production of the Scotland RBMP and that these intentions will be confirmed in the publication of a Scottish river basin planning strategy in summer 2005. Under these proposals a Clyde Area Advisory Group would be formed encompassing the large majority of the waters included in the present project. As such the SSMEI work is considered to be well aligned with intended river basin planning units.

Sub-basin river basin planning is due to start in 2006/07 with preparatory work taking place in 2005/06. Part of the Clyde SSMEI pilot investigations will look at how C-MAG or future adaptations to C-MAG will operate with the future advisory group structure.

² See scotland.gov.uk/consultations/fisheries/srif-00.asp for the 2003 consultation paper

Map illustrating the Firth of Clyde Forum Area



 FIRTH OF CLYDE FORUM AREA

It was recognised that SSMEI has a marine remit and inclusion of freshwater and terrestrial interests at this stage may well lose the focus needed to address improved management in the marine environment. It may be that landward inclusion is limited to areas with saltwater influence at least initially. The landward boundary is therefore also to be determined, but is likely to be informed by the results of proposed work looking at the implementation of the ecosystem approach and SEPA's plans in relation to river basin planning. In developing proposals for Area Advisory Groups SEPA has retained complete surface water catchments in all instances and has aligned these as much as possible with Local Authority boundaries. These boundaries may be helpful in determining the landward extent of the project.

4 PILOT STRUCTURE

4.1 Aim

To encourage sustainable ecosystem-based marine management through regulator - stakeholder partnership and more efficient, informed and integrated planning, management and decision-making processes. It aims to use the development of a Marine Spatial Plan for the Clyde, and test the ability of voluntary processes to affect change through better coordination and decision making.

4.2 Key elements

The SSMEI project will offer added capacity, profile and value to the marine work of the Clyde Forum. The knowledge and expertise within the Clyde Forum will be an asset of significant benefit to the SSMEI pilot project and it is hoped that, subject to agreement with the Forum, aspects of the stakeholder / community consultation and wider information dissemination could be undertaken through the forum to build on existing processes.

The objectives of the SSMEI Clyde pilot are aimed at the development and delivery of integrated and sustainable management of the marine and coastal areas of the Firth of Clyde. It is intended that this can be achieved through a number of key work elements. The focus will be on:

1. Developing and implementing a marine spatial plan for natural resource use, development control and management of the marine and coastal areas of the Firth of Clyde;
 - a. to test new decision support mechanisms; and
 - b. deliver integrated decision making.

4.3 Objectives

- To deliver the ideals of ecosystem based management and sustainable development by developing an effective and integrated stakeholder-regulator partnership for the marine and coastal areas of the Firth of Clyde;
- To develop a long-term marine spatial plan for the Clyde marine area;
- To develop coastal and inshore marine local sector plans which take full account of the interests of stakeholders and wider ecosystem issues;
- To integrate and make accessible natural resource 'ecosystem' level management information;
- To test new 'integrated management' structures in advance of WFD requirements and within the backdrop of the developing marine strategy for Scotland.

These objectives ensure the overall aims for the SSMEI project (presented in section 3.3.1 of the overarching report) of better integration, improved communication and

innovative management consistent with the UK's international obligations and commitments.

4.4 Staffing

One full-time project officer and a part-time project administrator will be required to undertake and co-ordinate specific research tasks and to co-ordinate and facilitate the Clyde Management Advisory Group (C-MAG). An opportunity to contribute to existing part-time administrative staff within the SNH Clydebank office is being investigated for the project administrator role.

The SSMEI project officer and administrator will be accommodated within the premises of the secretariat for the Clyde Forum, thereby allowing an effective and close working relationship and adding value to both initiatives. Given the connections with SEPA's developments on the Water Framework Directive, it is appropriate for the project officer and project administrator to be employed by SEPA³.

The SSMEI staff duties will be steered by the proposed Clyde Marine Advisory Group (C-MAG). It is also suggested that SEPA could effectively provide line management on a technical footing to project staff.

Responsibilities for SEPA staff housed at SNH, Clydebank have been agreed in principle between SNH and SEPA and will be more formally established through an MoU between the two organisations.

A significant volume of work and research will be undertaken as well as servicing C-MAG. Funding will be sought to allow dedicated elements of research to be contracted out with SSMEI project officers or C-MAG members acting as contract managers.

4.5 Management

It is proposed that the SSMEI pilot project be steered by a Clyde Marine Advisory Group (C-MAG), which should be made up of regulators and stakeholders drawn from the Clyde Forum core group members. To ensure efficient use of participants' time it is suggested that C-MAG operate as a smaller working group of the Clyde Forum core group.

The make-up of C-MAG would be a similar mix to that of the existing Firth of Clyde Forum 'core group' – i.e. statutory agencies, representatives of key stakeholders (e.g. fisheries, aquaculture, tourism, nature conservation) and non-representative independent technical specialists. A listing of the current core group membership is appended to this document. It is essential that the representation on C-MAG should be at a senior level and should be supported by a commitment to attend. A committed membership of around 10 would be desirable. In order to reflect the diversity of needs, interests and sectors that exist in the marine environment.

The core group includes the Glasgow and Clyde Valley Structure Plan Joint Committee, which has offered to contribute two useful services to the project: i). its

³ SEPA have confirmed that this proposition is feasible

ability to act as banker for the project, overseeing budgetary matters ii). Its ability as a constitutional committee to commission work to be undertaken on behalf of the project. These services will facilitate the smooth operation of the project in financial matters.

The inclusion of fisheries interests in C-MAG is necessary and desirable given the sector's importance to the Clyde maritime region. There are two notable initiatives in development: the Clyde Fisheries Development project being organised by Seafish and the proposals for a Clyde Inshore Fisheries Management Group being organised by the Scottish Executive. Consequently it is proposed that SSMEI be informed by these initiatives and vice versa. The membership of C-MAG would benefit by the inclusion of a suitable member representing fisheries interests. It is suggested that the participation of the Clyde Fisheries Development Project Officer (when in post) or a representative from the Inshore Fisheries Branch of SEERAD would provide valuable input. This would avoid any additional consultative burden for Clyde fisheries representatives who are already actively involved with both initiatives.

5 PILOT ACTIVITIES

5.1 Development of an agreed marine spatial plan for the Clyde

Develop and implement a spatial plan related to key sectors, ensuring integration with existing sectoral planning, the appropriate application of the principles of sustainable development, the ecosystem approach and adequate consideration of sustainability.

Forward planning of natural resource use, marine development and potential impact of corporate activities in the marine and near shore waters remains the exception rather than the rule. This lack of co-ordination poses a significant barrier to the delivery of economical, social, and environmental sustainable management of the marine and coastal environment. Notable initiatives such as the aquaculture framework planning demonstrate simple, sectoral marine spatial planning techniques but these are focussed on single sectors.

A key output of the SSMEI Clyde pilot project would be for the participating C-MAG regulators to develop a suite of forward looking management policies that integrate with each other and with the existing terrestrial planning system. These policies would then guide the development of a spatial plan for the marine and coastal environment of the Clyde.

The need for a more effective connection between the marine management systems and the coastal environment and the terrestrial planning systems is widely recognised. The involvement of local authorities and the Glasgow and Clyde Valley Structure Plan Joint Committee (GCVSPJC) will be important in developing a more connected approach. This has been secured through agreement with GCVSPJC. This is also a highly relevant process for future river basin management planning, which must address issues relating to river catchments, transitional and coastal waters as part of the WFD. In conjunction with SEPA, the plan would contribute to Strategic Environmental Assessment (SEA) of RBMP and other relevant SEA's to be undertaken.

The level of detail within the spatial plan will be guided by regulators within the C-MAG. It will also be dependent upon the information available in relation to the marine environment and associated resource use. The project is to collate relevant information, which will also identify gaps in that information. C-MAG, with strong scientific inputs should highlight research needs, prioritise those needs, and identify what research needs can be addressed through commissioned work and what research must be undertaken by other agencies or funded centrally.

Once developed, to effect real change, the plan must be implemented. As the pilot has no statutory powers during its lifetime, implementation must be through the plan's adoption by C-MAG partners and other relevant parties. The pilot should encourage and review the extent of this implementation and coordination of implementation, monitoring and review. Reporting on implementation will provide valuable lessons for replication elsewhere.

To help ensure effective corporate buy-in and commitment to this ambitious stage of the project, it is essential that the representation on C-MAG should be at a senior level and should contain significant commitment from the bodies taking part. Monitoring of SSMEI will involve research interviews with senior Agency officials, local authority departments

and relevant agencies to assess the value that a voluntary process could make to the sustainable management of marine resources.

5.2 Investigating information provision to assist decision making mechanisms

Provide guidance to local sector planning initiatives in the marine environment; coordinating input taken by statutory agencies on sector plans and programmes, their use of them and recommend appropriate changes; provide information related to marine resource use and management in the Clyde area.

- *Guidance will take the form of:*
 - *Locational guidance;*
 - *Good practice for sectors/operational management;*
 - *Development projects/infrastructure.*

The 2002 DEFRA paper ‘Safeguarding our Seas’ notes that:
“Past management of our oceans and seas has often been fragmented, sectorally-based....”.

One of the key factors in promoting integration is ensuring the effective transfer of information. Tasks under this work element will include looking at the format, detail and types of information that regulators would find most useful in decision making. Mechanisms for consultation between regulators, the avoidance of duplication and issues in relation to consultation fatigue and resources should also be considered.

The project will build upon the overarching research carried out for SSMEI on decision-making mechanisms to consider the specific situation in the Clyde area. This will be through discussions with partners stakeholders and regulators in the first instance, followed by wider consultation for certain sectors where required. The role of the C-MAG representatives in facilitating this work element will therefore be crucial to its success. Engagement with non-devolved marine regulators will be a particular challenge.

5.3 Delivering integrated decision making

Act as a ‘one-stop shop’ to provide an integrated and “ecosystem” perspective on sectoral developments, planning and management initiatives to local authorities and government agencies.

One of the first actions of the SSMEI Clyde project will be to characterise, within the context of sustainable development, review decision-making and forward planning mechanisms with regard to the marine environment. After the investigation of how the decision-making process currently operates recommendations will be considered by C-MAG members on integrated decision-making through practical actions. The pilot offers an opportunity to deliver an improved system through reducing duplication and promoting those systems that are seen to work best to implement existing legislative duties.

Structural planning policies and local plans of councils may offer the opportunity for non-statutory extension into the near shore environment; SEPA and SNH are developing forward looking planning policies in relation to their activity priorities and resource commitments. It should be emphasised that this would not usurp any existing statutory functions of government bodies, but aims to improve the process and promote more integrated and consistent advice from these bodies.

This element of work will develop methods for facilitating improved information sharing between regulators and aid in the development of integrated forward-looking generic and site specific policies between regulators.

The following actions are proposed for the project team working in partnership with the existing Clyde Forum secretariat on marine related issues. Following establishment of C-MAG the project team should then operate with the consent and guidance of this group.

5.4 Establish the Clyde Marine Advisory Group, agreeing its objectives and actions

Following promotion of the group's objectives to the core group and other relevant parties, a meeting should be convened to agree the membership of C-MAG and its actions. Included within this agreement on actions should be the focus of efforts on forward planning for the marine environment and the review and integration of plans for specific sectors of importance to the Clyde. This meeting should ensure a high attendance level from the Core Group and initiate a call for additional funding or funding in kind from those present.

Tasks (Project Team):

- Develop MoU between Firth of Clyde Forum and the SSMEI project team;
- Develop work plan, guidelines and procedures for C-MAG (chair, meeting frequency, response to consultation, dissemination etc.);
- Host first meeting where C-MAG objectives, actions, outputs, and procedures are agreed;
- Act as rapporteur for meetings to be held following Core Group meetings (every 3 months);
- Produce annual report;
- Drive implementation of SSMEI work programme.

5.5 Promotion and fundraising

The development of C-MAG and the SSMEI pilot should be publicised, promoting its work to implement strategic planning in the marine environment. This should go hand-in-hand with fund raising efforts targeting local authorities and key corporate stakeholders.

As part of this promotional work, statutory bodies should be informed directly of the group's establishment through individual meetings. This will encourage their immediate inclusion within development planning procedures. It will also alert these bodies of the potential to avoid duplication in consultation and the potential to use the outputs from the SSMEI's work in any strategic planning relating to the marine environment.

While publicity should continue to be an important task for the group's secretariat, as will fund-raising efforts in the initial period of establishment, it is anticipated that fund raising will become less important. This will allow project staff to concentrate on implementing outputs from the group. Some activity may however be necessary to ensure longer term funding.

Tasks (Project Team):

- Develop promotional material;

- Dissemination: Notify Clyde Forum members and other stakeholders of the establishment of C-MAG;
- Undertake fund-raising round with major Clyde stakeholders as part of promotion & stakeholder buy-in;
- Consultation: Seek appropriate approval and adoption of C-MAG outputs (i.e. sectoral plans and spatial plans) by stakeholders and statutory bodies.

5.6 Provision of development guidance and consultation in preparation for work of C-MAG in Clyde

C-MAG should progress the work of the Clyde Forum Core Group with the provision of a multi-stakeholder group 'view' on developments having a potential impact on marine resources. An objective of SSMEI is to investigate adoption of an ecosystem-based approach (agreeing how this can be practically applied to decision-making on developments) and to ensure that sustainability is a key consideration in all responses.

To guide the group in discussions overarching research is proposed on the application of the ecosystem-based approach and sustainability issues associated with the Clyde. This may be undertaken by consultants depending on the resource capacity of C-MAG. It will also be informed by forward planning associated with specific sectors of importance to the Clyde.

Tasks (Project Team):

Review overarching research reports on applying sustainability criteria, the ecosystem approach and decision-making mechanisms and prepare briefing document to C-MAG on implications for the Clyde and areas of opportunity;

- Presentation of briefing document to group members (aiming for adoption in meeting 2);
- Prepare and effectively disseminate all consultation documents;
- Ensure appropriate application of agreed sustainability criteria and the ecosystem approach;
- In conjunction with the Clyde Forum, prepare responses and collate any additional responses to consultations (ensuring the Forum becomes the primary route through which this form of consultation occurs, making consultation more effective and reducing administrative burden).

5.7 Decision support mechanism

The existing system involving key agencies and stakeholders in formulating decisions in relation to the integrated sustainable management of the Clyde Estuary's marine resource needs further refinement in order to make decision making more effective.

Formation of C-MAG is an opportunity to review and consider the decision making mechanisms with key regulators and identify opportunities for developing a more informed pro-active decision making process. It is anticipated that the experiences of the Clyde Forum members will enable this work to be completed rapidly. Many issues are relevant to the other proposed pilots and it is therefore proposed to undertake an overarching study considering decision-making mechanisms. This will contribute to the Clyde pilot's investigations on a region-specific basis. A study will consist of the following steps;

- Review existing arrangements: Investigate decision-support mechanisms with statutory bodies and stakeholders to improve existing procedures with the aim of reducing duplication and improving efficiency;
- Review future regulatory developments (particularly WFD);
- Evaluate whether there is scope to make decisions more quickly and effectively;
- Through discussion with C-MAG adopt and trial measures for promoting integrated sustainable decision-making within the existing statutory framework
- Monitor and evaluate changes in the decision making process employed by different sectors during the project.

5.8 Sectoral planning

In order to inform responses to ongoing development planning and to contribute to a spatial management plan for the Clyde maritime area, forward planning should be undertaken for key sectors. This should take account of work already undertaken by the forum and may include important economic sectors where match funding from commercial interests could be sought. Sectors to consider include:

- Tourism & Recreation;
- Nature conservation & biodiversity;
- Fisheries (integrating with ongoing work in the Clyde and on inshore fisheries);
- Offshore Energy;
- Defence (Naval Base);
- Shipping & Industry.

Some of these sectors have ongoing plans associated with them and are likely to have differing levels of information available and hence research needs. The SSMEI team would look to contribute to ongoing work and actively progress planning for sectors without such ongoing initiatives.

These sector plans would look at current operations, interactions with other sectors, future scenarios and implications for future development and management of each sector. A focus will be on proposing improvements to the sustainability of each sector's operations in the light of current and future initiatives (environmental, economic & social).

Specific tasks for project team:

- Prepare background document presenting sectoral interactions on the Clyde;
- Liaise with sectors where planning initiatives are ongoing to determine most effective contribution of C-MAG;
- Prioritise sectors: Gain group agreement on the sectors where planning is not underway or sufficient and work is therefore required;
- Develop plans for priority sectors;
- Identify issues within and between plans and seek consensus on amendments;
- Liaison with statutory authorities on how plans developed may be integrated into the planning process;
- Ensure the actions arising from plans can be easily related to original sectoral plans.

5.9 Marine spatial plan

The sectoral planning outputs should be drawn together and built upon to develop a marine spatial plan. This will provide a new innovative basis for structural planning for the marine environment. The plan should ensure integration with existing and future sectoral planning, the appropriate application of the ecosystem approach and adequate consideration of sustainability. It is intended that this plan be understood and adopted by a wide range of statutory authorities and stakeholders. Presentation in a clear and accessible way is therefore important during the promotion of the plan by the project team.

The document would integrate with and inform statutory bodies with respect to marine resource development and management. It should also contribute to local authority structural planning impacting on the marine environment in each Local Authority area. The spatial plan should ensure that it is able to usefully contribute to future River Basin Management Plans for the Clyde sub-basin. This plan would extend beyond considerations of water quality and pollution sources. It could therefore contribute to existing statutory Development Plans as well as the national planning framework under consideration for the marine environment.

An important final step in the process is to document the extent to which project partners and other interested parties acknowledge the marine spatial plan and are able to implement it. The final reporting for the project will therefore include a review of implementation or intent to implement amongst stakeholders and recommendations for greater take-up of the plan. This output will provide valuable guidance if it is decided to replicate the pilot in other areas of Scotland.

Tasks (Project Team):

- Organise Clyde Management Workshop: Invite stakeholders to present sectoral plans to C-MAG workshop/seminar;
- Collate sectoral plans and rationalise into a clear, comprehensive document that adds value to the individual plans;
- Develop a spatial plan based on outputs from the C-MAG workshop/seminar;
- Ensure actions arising from the plans can be easily related to sector plans;
- Present the spatial plan, incorporating in a map-based/GIS format illustrating short, medium and long-term visions for the Clyde;
- Launch and disseminate Clyde Spatial Plan;
- Determine which Agencies and Authorities will adopt the plan;
- Detail the extent to which the plan will be adopted and implemented by agencies and authorities.

5.10 Develop a common information resource

The project team should build on existing information sources to develop a comprehensive and accessible database of information in relation to the marine environment of the region. The shadow RBMP of the SW and various other plans have created large amounts of information that should be rationalised, consolidated and maintained by the team. This process will also highlight information gaps leading to the development of research needs proposed by C-MAG. This should indicate what research the pilot should attempt to commission, what is being done by other bodies and what may need to be undertaken by government.

Throughout the lifetime of the pilot, the group should develop a reputation for having access to or maintaining the most up-to-date information and data in relation to marine resources in the Clyde and the provision of appropriate interpretation of that information.

The work of the SSMEI will link closely with the current development of projects such as DEAL, UKDIP, IACMST, and the Scottish Marine Observatory to support the national objective of high quality data provision for management of the marine environment.

The information gathering tasks should contribute significantly to the body of information held and accessible by the group.

Publicity relating to the group should also mention this useful role as information provider and encourage the supply of and demand for information by stakeholders.

Tasks (Project Team):

- Establish a common information resource for the Clyde Marine area, possibly a website & web-based library of resources;
- Seek up-to-date information and establish agreements with relevant data providers (SEPA, FRS, local authorities, port authorities, etc.) compliant with data protection act;
- Produce and disseminate regular updates for stakeholders/members and potentially other subscribers;
- Provide more focused data to statutory bodies to assist their consideration of plans and projects.

6 BUDGET AND FUNDING

6.1 Budget

Table 6.1 below presents the overall budgets for the Clyde SSMEI pilot. Table 6.2 overleaf presents a more detailed breakdown of resources associated with the specific project tasks. The costs presented are based on one project officer and one part-time project administrator. The additional costs presented should be seen as a minimum additional budget required for achieving the tasks outlined.

Table 6.1 proposed budget for Clyde SSMEI Pilot Project

Year	Staff Costs	Additional	Total
1, (Q 2,3,4)	£ 31,313	£ 59,500	£ 90,813
2	£ 41,750	£ 26,500	£ 68,250
3	£ 41,750	£ 9,000	£ 50,750
4, (Q1)	£ 10,438	£ 4,000	£ 14,438
TOTAL	£125,251	£ 99,000	£ 224,250

*including estimated 25% overhead charge

Final costs will be dependent upon the agreed salary of project officer (estimated at £25,000) and administrator arrangements (costed at 3 days per week on £16,000 pro rata). The balance between work conducted in-house and the subcontracting of services and report writing will be dependant on the skills set of the project officer recruited. It will also be dependent on the success of fund-raising efforts in adding to the funding in place at the start of the project. The members of C-MAG must therefore provide a strong steer on the budgetary aspect of the project.

6.2 Funding

The Scottish Executive are keen to develop a partnership approach to taking the pilot projects forward. A core of Scottish Executive funding has been allocated with further significant contributions from SNH (core funding and office provision for the Clyde pilot) & SEPA .

This pilot requires additional funding to conduct all the additional tasks proposed and commission quality work at an appropriate scale. A weakness of the Firth Partnerships is the lack of long-term funding, which results in the direction of project resources away from project work and towards securing future funding. Project staff will undertake a fund-raising round as part of promotional efforts over a relatively short timescale and in a highly focused manner.

The Local Authorities involved have already allocated funds for the year 2005/2006. Discussions will be held with those local authorities in time for SSMEI to be considered in future year's budgets. Much of the background material that will be produced and collated, along with some of the targeted research proposed, will usefully contribute to local ICZM efforts. The marine plan itself will inform structural planning by Local Authorities. SSMEI therefore provides some economies of scale compared to

undertaking local marine management in isolation and justifies local authority contributions to the project.

Not many commercial operators beyond Clydeport are actively involved in the Firth of Clyde Forum. The SSMEI project will seek to engage the commercial sector, but this will only be achieved through illustrating the benefit of involvement. This is more likely to be achieved by understanding the requirements of commercial operators in relation to marine management. It may be that some operators are struggling to implement improved environmental practice or can not keep track of regulatory requirements. Communication may be a problem – either between sectors or with statutory agencies or that they are unable to communicate to a wider audience that such improvements are being put in place. The Clyde SSMEI project tasks will look into all of the above issues through considering applying sustainability criteria, assessing sectoral interactions and considering decision-making mechanisms.

The budget proposes additional funding requirements for specific tasks; this may allow potential contributors to support elements of the pilot's work of particular interest. It is proposed that fund-raising efforts be focused on linking specific outputs to specific sponsors. This approach may attract greater interest from the commercial sector than a contribution to core funding. For example, the creation of a website and promotional material provides advertising opportunities in markets of interest to commercial operators. There may also be the potential for in-kind contributions to the knowledge-base. For example, the extension of the EIA process for major coastal developments such as Hunterston or offshore engineering such as windfarms in terms of area surveyed. Initial promotion and fund-raising efforts combined with on-going dialogue within and outwith C-MAG will keep the project alert to these possibilities.

Table 6.2 Proposed Clyde SSMEI Budget Breakdown by tasks

	Task	Additional budget			
		year 1	year 2	year 3	year 4
1.1	Establish the Clyde Marine Advisory Group				
a	Develop MoU with Clyde Forum				
b	Develop workplan, guidelines and procedures				
c	Organise meetings and prepare material	£ 1,000	£ 1,000	£ 1,000	£1,000
d	Attendance and rapporteur for meetings				
e	Production of annual report	£ 2,000	£ 2,000	£2,000	
1.2	Promotion & fund-raising				
a	Development of promotional material	£ 20,000			
b	Dissemination				
c	Fund-raising				
d	Consultation on C-MAG outputs				
1.3	Provision of guidance and consultation				
c	Presentation of briefing documents to C-MAG				
d	Prepare and disseminate consultation documents	£ 500	£ 500	£ 500	£ 500
e	Prepare C-MAG responses to consultations				
1.4	Decision Support Mechanism				
a	Review existing arrangements	£ 5,000			
d	Review expected regulatory developments				
c	Evaluate potential improvements				
e	Adopt and trial new decision-making measures				
f	Monitor changes to decision making process				
1.5	Sectoral planning				
a	Background doc on sectoral interactions	£ 5,000			
b	Liaison with sectoral planning initiatives				
c	Gain C-MAG agreement on priority sectors				
d	Identification of issues within and between plans				
e	Develop plans for priority sectors with regulators				
1.6	Spatial management Plan				
a	Collate & rationalise sectoral plans				
b	Organise Clyde management workshop		£ 5,000		
d	Develop a spatial plan				
e	Produce map-based/GIS spatial plan	£ 15,000	£15,000		
f	Launch & disseminate Clyde Spatial Plan			£ 2,500	
1.7	Common information resource				
a	Establish web-site and web-based library	£ 10,000	£ 2,000	£ 2,000	£ 500
b	Establish agreements with data providers				
c	Produce and disseminate regular updates	£ 1,000	£ 1,000	£ 1,000	£2,000
	TOTAL	£ 59,500	£26,500	£ 9,000	£ 4,000

7 DELIVERABLES AND MANAGEMENT

7.1 Deliverables

The following key deliverables will be provided by the Clyde pilot through a variety of outputs shown as milestones in table 7.1:

- Development and implementation of a Marine Spatial Plan;
- The Clyde Marine Advisory Group will be a structure that can facilitate improvements to planning and decision-making in the marine environment; ensure joined-up thinking and commission targeted research. In association with the Clyde Forum it will raise awareness of the sustainable development goals of the project and where possible simplify and clarify the decision-making process for stakeholders;
- Integrated plans for key sectors such as recreation, offshore energy, shipping, industry, fisheries and aquaculture to achieve greater awareness between sectors & regulators and to encourage sustainable development in the sectors;
- A review of the extent to which the marine spatial plan is implemented by partners and others in the Clyde providing recommendations for increasing uptake of the plan in the years following the pilot;
- An extensive web-based resource of information relating to the Clyde and its marine environment that will contribute to awareness-raising.

7.2 Milestones

Task	Milestones	Month	Year
1.1 Establish C-MAG			
a Develop MoU with Clyde Forum	MoU signed	August	2005
b Develop workplan, guidelines and procedures	C-MAG agreement	August	2005
c Organise meetings and prepare material			
d Attendance and rapporteur for meetings	First C-MAG meeting	September	2005
e Production of annual report	report published	July	2006-8
1.2 Promotion & fund-raising			
a Development of promotional material	material produced	November	2005
b Dissemination			
c Fund-raising			
d Consultation on C-MAG outputs			
1.3 Provision of guidance and consultation			
a Briefing doc on desk study reports	Report delivered	November	2005
b Presentation of briefing documents to C-MAG			
c Prepare & disseminate consultation documents			
d Prepare C-MAG responses to consultations			
1.4 Decision Support Mechanism			
a Review existing arrangements	Report delivered	December	2005
b Review expected regulatory developments	"		
c Evaluate potential improvements	"		
d Adopt and trial new decision-making measures	Procedures adopted	January	2006
e Monitor changes to decision making process			
1.5 Sectoral planning			
a Background document on sectoral interactions	Report delivered	May	2006
b Liaison with sectoral planning initiatives			
c Gain C-MAG agreement on priority sectors			
d Identification of issues within and between plans			
e Develop plans for priority sectors with regulators	Regulator agreement	January	2007
1.6 Spatial management Plan			
a Collate & rationalise sectoral plans	Report delivered	July	2006
b Organise Clyde management workshop	Workshop held	November	2006
d Develop workshop outputs			
e Produce map-based/GIS spatial plan			
f Launch & disseminate Clyde Spatial Plan	Spatial Plan launched	April	2007
1.7 Common information resource			
a Establish web-site and web-based library	Web site launch	November	2005
b Establish agreements with data providers	Web site re-launch	January	2007
c Produce and disseminate website updates			

Table 7.1 Tasks and milestones for Clyde SSMEI Project

7.3 Future Strategy

Speculation is difficult on what regulatory frameworks and marine environmental legislation will be in place by the end of the pilot's 3-year timescale, but it is expected that the deliverables mentioned above will become more important over time.

In particular the C-MAG group is expected to be similar in scope and membership to some of SEPA's organisational requirements under the Water Framework Directive in addressing coastal and transitional waters. The pilot will help SEPA explore how these River Basin Management Structures (to be in place by 2009) will work in practice. These structures are therefore still to be decided, but may involve the expansion of C-MAG to include key stakeholders related to the Clyde's freshwater and catchment ecosystems or the integration of C-MAG as a marine working group within River Basin Management Group. Future allocations of resources and staffing associated with River Basin Management are still to be debated.

The above arrangements inevitably have consequences for future funding. SEPA's future funding is likely to reflect its responsibilities under the WFD and it is perhaps here where funding for continued employment of project staff is most likely to be found. An alternative path for the project may result from integrated planning requirements should future Local Authority responsibilities expand significantly below low water, suggesting greater involvement of the Structure Plan Joint Committee in the continuation of C-MAG and project staff.

The maintenance of web resources may be the responsibility of project staff or if this appears inappropriate could be given over to the Clyde Forum to assist in its consultation and awareness raising remit.

7.4 Monitoring and evaluation

The monitoring and evaluation of the SSMEI projects including the individual pilots are discussed in more detail in the overarching report.

Table 7.1 presents a number of milestones associated with the project tasks. It is proposed that these milestones (consisting of reports delivered to C-MAG or launches and events) will contribute to monitoring the progress of the project. The milestones are spread throughout the project timeline with early milestones focusing on the establishment of the group and delivery of background documents. There are also regular reporting duties for meetings and for the website that will keep all involved aware of progress.

The pilots will be monitored to assess the impact of the SSMEI, compared with the other pilots and where possible with similar situations where an SSMEI pilot is not in place. For the Clyde for example, progress in the Clyde would be compared to other firth partnerships, ideally with the assistance of the Scottish Coastal Forum. The results of a structured annual monitoring process, including a survey of key stakeholders, will be presented in each annual report. Monitoring will therefore be an ongoing task for project staff, C-MAG and the SSMEI, supported by external review of SSMEI on an annual basis.

7.5 Challenges for implementation

The overview report highlights a number of lessons learned from the pilot development process and challenges for implementation. The key issues for taking the Clyde pilot forward are presented below along with how those challenges are to be addressed. The proposal as presented in this report is far more ambitious in its objectives than the original project structure in that marine spatial planning is now a key element of the pilot project. Consequently the risks of being unable to deliver all outputs increase. The level of risk is viewed as acceptable given the pilot nature of the project and that the SSMEI project seeks to test innovative marine management. The project has, however, been structured to ensure that useful outputs are delivered throughout the lifecycle of the project and monitoring is proposed to allow ongoing assessment of the project.

SEPA's commitment to the SSMEI project will help steer the project team towards the production of material that can be used by future statutory bodies such as the River Basin Management Advisory Group. This group is likely to have very similar needs in terms of information and decision support suggesting several functions of the pilot project may continue.

For the Clyde, which involves a large number of different users and issues, the impacts in the early stages will be difficult to quantify. Additionally the pilot objectives to encourage better integration and decision-making are likely to result in impacts that are comparatively subtle and diffuse. Hence the structured rounds of qualitative surveys will form an element of monitoring and evaluation work (see overview report for further details). The Firth of Clyde Forum annual conference provides a useful event for initial rounds of consultation on the impact of the SSMEI pilot.

It is hoped that the support of regulators and stakeholders for the project will aid the appropriate implementation and consideration of project outputs. Monitoring this implementation is required within good governance associated with Local Authorities and Statutory Agencies. There are a number of bodies (including SEPA and the Local Authorities) that should be ensuring that the marine spatial plan is given due consideration in future planning.

APPENDIX 1 – CLYDE FORUM CORE GROUP MEMBERSHIP

1. SNH (chair)
2. Firth of Clyde Forum (Chairperson and Project Officer)
3. Glasgow City Council (planning department)
4. SEPA
5. Clydeport Operations Ltd (Facilities Manager and Harbour Master)
6. Scottish Enterprise (Clyde Waterfront Regeneration Partnership)
7. Scottish Coastal Forum
8. British Marine Industries Federation, Scotland
9. RSPB
10. Royal Yachting Association
11. HM Naval Base, Clyde
12. Glasgow & Clyde Valley Structure Plan Joint Committee
13. Ayrshire Joint Structure Plan Team
14. West Dumbartonshire Council (Economic, Planning and Environmental Services)
15. Argyll and Islands Enterprise
16. University Marine Biological Station, Millport
17. Crown Estates (Marine Estate Manager, West)

APPENDIX 2 – REFERENCES

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