

MSP-OR Advancing Maritime Spatial Planning in Outermost Regions

# MILESTONE 17 WORKSHOP FRENCH GUIANA MINUTES

Mars 2024

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# **ABBREVIATIONS AND ACRONYMS**

	French translation	English translation
DGTM	Direction générale des territoires et de la mer	Delegation of the Lands and Sea
DSBM	Document stratégique de bassin maritime	The Strategic Sea Basin Document
ENC	Carte de navigation électronique	Electronic Navigational Chart
FAG	Forces Armées en Guyane	French Guiana Armed Forces
IHO	Organisation hydrographique internationale	International Hydrographic Organization
MSP	Planification de l'espace maritime	Maritime Spatial Planning
MSP-OR	Planification de l'espace maritime dans les Outre- mer	Maritime Spatial Planning in Outermost Regions
Shom	Service hydrographique et océanographique de la Marine	French national Hydrographic and Oceanographic Office
SAS	Action de l'Etat en mer	State of Action at Sea





# CONTEXT

This workshop was organized by Shom, the French National Hydrographic and Oceanographic Office on the 25th March 2024 from 2:00pm to 4:30pm UTC+1, in the framework of the MSP-OR project. Maritime surveillance and safety of navigation will be the key topics of this session.

Maritime safety of navigation is a key driver in addressing the Maritime Spatial Planning objectives as it guarantees limitation of environmental disasters and takes into account the dynamics of anthropogenic space-time footprints at sea (nauticals marks, maritime traffic roads, geo-regulations, etc.). It also needs to be ensured, regardless of the MSP planning scenarios, so that they are realistic and effective. This workshop will develop knowledge and identification of maritime safety of navigation issues in the area of French Guiana, including those related to Brazil and Suriname, in the context of MSP.

It will also develop the dialogue on maritime safety of navigation linkages with MSP within the partnership. A thematic focus on IHO S-100 standards will be undertaken involving hydrographic offices and MSP authorities (see Table 1).

TIME (UTC +1 time) **Online meeting Room opening and Welcome** 14:00 **Engage the audience** Maritime Spatial Planning in the Outermost Regions (MSP-OR) project 14:15 Natali S. Santos (Government of Acores, Portugal) - MSP-OR Project Coordination Bérénice Lequesne (Shom, France) - MSP-OR project manager at Shom **Maritime Spatial Planning in French Guiana** 14:30 Aurélie Lotte (DTGM, France) - Sea, coast and river planning officer **Maritime Spatial Planning in Suriname** 14:45 Femia Wesenhagen (Ministry of Spatial Planning and Environment, Suriname) – Lead Advisor **Maritime Spatial Planning in Brazil** 15:00 Rodrigo Carvalho (Secretariat of the Interministerial Commission for Sea Resources, Brazil) -Head of Marine Spatial Planning 15:15 Coffee break International Hydrographic Organization & IHO-EC Network Working Group and presentation of the regional hydrographic committee for the "Meso American & Caribbean Sea HC" area 15:25 Adeline Souf (Shom, France) - Head of Prospective and European Affairs division International Hydrographic Organization Standards-100 (IHO S-100) 15:40 Christian Mouden (Shom, France) - S-100 experimental unit State Action at Sea (SAS) 15:55 Benjamin Potié (SAS, France) - Head of the Office for the State Action at Sea 16:00 Conclusion 16:10 End

Table 1: Agenda of the workshop





### **PARTICIPANTS**

The workshop was conducted online only, and gathered a total of 28 people (figure 1):

Adeline Souf, Aida Silva, Alexandre Cornet, Alice Pasian, Alice Pasian, Amaury Garcia, Aurélie Lotte, Benjamin Potié, Edson Magno, Cesar Reinert Bulhões de Morais, Christian Mouden, Christy Warmoen, Débora Gutierrez, Ferran Ubinana, Juan Ronco Zapatero, Léonard Buchaillot, Mariana Araujo Moreira, Natacha Nogueira, Patrick Michaux, Pauty Jean-Yves, Ricardo Veloso Carvalho, Vincent Gouriou, Yannick Leroy (+4 additional which indicated their wish to remain anonymous).



Figure 1: MS17 Online Workshop French Guiana

# **METTING CONTENT**

### **GETTING TO KNOW THE AUDIENCE**

Bérénice Lequesne (BL) started to engage with the audience with a Slido<sup>©</sup> survey to know which countries participants were representing. They came from France (n=13 including n=5 from French Guiana), Portugal (n=7), Spain (n=3), Brazil (n=2), Suriname (n=2) and Belgium (n=1). The public authorities' sector was the most represented at 82% (Figure 2).





¥- 0-	What type of organisation do you represent ? Multiple Choice Poll 21 votes 23 17 participants	🖞 Share 🗸
	Public authorities - 14 votes	
		82%
	Scientists - 1 vote	6%
	Drivete contex 1 units	0,0
		6%
	NGO - 0 votes	
	•	0%
	Other - 1 vote	
		6%

Figure 2: Sectors represented by the participants (n=17)

Two open questions were asked to the participants to understand how their work is connected to MSP and maritime surveillance:

- Is your work linked to MSP? (n=18)
  - Indirectly: studying now international politics and how this influences
  - Yes (Space Launch and Reentry near French Guiana's coast)
  - Yes. Coordination of the MSP-OR.
  - Yes, supporting regional goverment on MSP
  - Yes. I am part of the National MSP comittee.
  - Partly
  - No
  - Completly!
  - In some extent.
  - Yes (x9)
- Is your work related to maritime surveillance? (n=17)
  - Not directly, no. Except in the case of maritime pollution and MPAs
  - Our colleagues yes
  - Yes (hydrographic surveys and environmental impct ssessment
  - Partly in my case (for a case-study, but Cerema as a dedicated directorate for maritime surveillance)
  - Yes. Maritime safety mainly (nautical charting). Defence.
  - Indirectly: in internal relations maritime security plays an important role.
  - Not directly
  - All of them.
  - Space Launch and Reentry
  - Maritime safety (Hydrographic Office)
  - Maritime safety
  - Researching only
  - Yes (x3)
  - Maritime pollution
  - No





### **PRESENTATIONS**

• Natali S. Santos (Government of Acores, Portugal) started the presentation part by <u>presenting the MSP-OR</u> <u>project.</u> The MSP-OR (Advancing Maritime Spatial Planning in Outermost Regions) project will enable to the territories involved in the project to:

- Move forward with knowledge
- Provide the foundations for launching the implementation of MSP principles
- Support the first stages of the implementation process in this OR targeting the MSP zoning for 2023 in the sea region strategic document.

The MSP-OR project will enable the Macaronesian territory (Madeira, the Azores and the Canaries Islands) to deepen its knowledge and strengthen its basis for the implementation of the MSP. Furthermore, French Guiana will be supported in the early stages of the process which will be resulted through the writing of the Sea Strategic Basin Document (DSBM) in 2023

The project will also support the preparation of the next planning phases in the other participating regions, while consolidating integrated ocean governance amongst neighboring countries, on the basis of the MSP.



Figure 3: Slide from the presentation on the MSP-OR project

• Bérénice Lequesne (Shom, France) continued this section with a presentation on <u>the role of Shom within</u> <u>the MSP-OR project.</u> Shom is a French public operator based in Brest (mainland France). Its missions include support to public policies implementation by providing reference maritime data and expertise on the marine physical environment and marine safety of navigation. In the MSP-OR project, Shom has the essential role to develop and bring its expertise on MSP relevant information related to safety of navigation and maritime surveillance.

The objective of Shom in this project is to supplement the MSP implementation process with knowledge on issues of the French Guiana area by providing support to the publication and preparation of the DSBM to the DGTM (Delegation of the territories and sea), local marine spatial planning authority, and recommending a maritime safety of navigation dataset.

Maritime safety of navigation is a key driver in addressing the MSP objectives as it guarantees limitation of environmental disasters. It also needs to be ensured, regardless of the MSP planning scenarios and therefore need to be advertised to marine regional authorities for them to have a complete picture of the stakes at sea.







Figure 4: Slide from the presentation on the role of Shom within the MSP-OR project

• Aurélie Lotte (Delegation of the territories and sea, France), presented <u>MSP in French Guiana</u>. MSP in French Guiana is guided by European directives and the national strategy for the sea and coastline (SNML). The strategy is implemented locally through the overseas maritime council of French Guiana (CMU), which consults on and defines the maritime strategy for the territory. The CMU has undergone a drafting process since 2018, resulting in the DSBM (Sea Basin Strategy Document for French Guiana) adopted in November 2023.

The DSBM addresses six strategic areas with 22 objectives and 91 actions, focusing on environmental protection, sustainable economic development, and risk prevention. Major challenges include combating illegal foreign fishing, supporting the fishing industry, modernizing commercial ports, and managing coastal erosion and pollution.

Cross-border cooperation, particularly with neighboring states, is crucial for addressing issues like IUU (Illegal, Unreported and Unregulated) fishing, pollution, and economic development. The DSBM also emphasizes the need for knowledge sharing, training, and raising awareness among stakeholders to achieve a sustainable and resilient maritime environment in French Guiana.





## **MSP PROCESSES IN FRANCE**



Figure 5: Slide from the presentation on MSP in French Guiana

• Femia Wesenhagen (Ministry of Spatial Planning and Environment, Suriname) provided afterwards her presentation and an explicative text <u>about MSP in Suriname</u>.

The Ministry of Spatial Planning and Environment in Suriname was established with the primary objective of aligning spatial planning with the development of land, sea, and air. This initiative is underpinned by the Spatial Planning Act, land use standards, norms, the National Physical Development Plan, and Structure and zoning plans, all aimed at achieving sustainable spatial planning. The essence of this planning is holistic, inclusive, future-oriented, adaptable, resilient, and sustainable, focusing on the well-being of individuals and environmental protection.

To achieve sustainable spatial planning in Suriname, several key instruments have been implemented:

- A vision on MSP in Suriname was formulated through a white paper, which was created after extensive stakeholder consultations.
- A draft Spatial Planning Act was developed and presented to stakeholders for feedback, incorporating their suggestions and concerns.
- Land use standards and requirements were established to accompany the Spatial Planning Act.
- Terms of Reference (ToR) for the Geospatial Intelligence Hub were defined to address the challenge of obtaining up-to-date geospatial and statistical data.
- A structure vision for Suriname on regional and district levels is being developed based on the white paper, which will inform the National Physical Development Plan.
- Future plans of the Ministry include establishing the Spatial Planning Authority Suriname, finalizing the National Physical Development Plan, implementing Structure and Zoning plans, setting up the Geospatial Intelligence Hub, initiating projects outlined in the GEF GRID (the Global Environment Facility Geospatial Information for Decision-Making initiative) project, and establishing the Interdepartmental Communication on Spatial Planning (ICRO).

MSP in Suriname aims to guide the distribution of human activities in maritime areas to achieve social and economic objectives while preserving ecological development along the coast and in the ocean. Given the anticipated developments in Suriname's maritime zones, early marine spatial planning is crucial to protect vulnerable social and ecological systems, biodiversity, and coastal communities. The





fishing industry, which is vital to Suriname's economy, and tourism activities like sport fishing and yachting are particularly sensitive to the impacts of oil and gas activities.

Oil and gas development in Suriname's exclusive economic zone could lead to population growth, infrastructure pressures, and environmental challenges, including sea-level rise due to climate change. The Ministry of Spatial Planning and Environment plays a pivotal role in ensuring that these pressures and effects are managed through sustainable and resilient spatial planning. This includes guiding new economic development, investing oil and gas profits into sustainable activities, and addressing the impacts on marine ecosystems, biodiversity, and coastal communities.



The Maritime zones of the Republic of Suriname Consists of the Following:

- The Territorial Sea: From Basline 12 Nautical Miles;
- Contiguous Zone: from baseline 36 Nautical Miles;
- Exclusive Economic zone: 212 NM;
- Continental Shelf: 362 NM

Figure 6: Slide from the presentation on MSP in Suriname

• Rodrigo Carvalho (Secretariat of the Interministerial Commission for Sea Resources, Brazil) gave a presentation <u>on MSP in Brazil.</u>

Brazil has committed to the United Nations, in the Ocean's Conference, at 2017, to implement the MSP in the country up to 2030. The responsible for conducting this process is the Interministerial Commission for Sea Resources (CIRM).

Due to this policy characteristic of a multidisciplinary approach, the CIRM is a collegial, deliberative and advisory body, which aims to: guide and coordinate actions related to the achievement of the different policies related to the seas.

It's made up of 17 bodies, 16 Ministries plus the Brazilian Navy, coordinated by the country's Maritime Authority (in this case, the Navy Commander. Now, describing the process, due to the large size of the Brazilian maritime area, it was divided into four marine regions: south, southeast, northeast and north. In the southern region, the MSP Pilot Project started in January this year.

The knowledge obtained from the implementation of MSP in the Southern Region will be propagated to the other three marine regions. The Pilot Project has three phases, each lasting one year. Among the steps of the first phase is the preparation of 11 notebooks, 10 of which are sectoral and one investment





notebook, on the following themes: Artisanal Fishing; Industrial Fishing; Aquaculture; Oil and Natural Gas; Renewable Energy; Geology, Mineral Resources and Mining; Navigation, Ports and Naval Industry; Security and Defense; Tourism; Environment and Climate Changes and Investment deficit Book.

In line with the process described in the UNESCO-IOC Guidebook of 2021, the MSP in Brazil will count with massive participation of the population, especially on the first phase, when several workshops with the local population will be conducted to validate the existing data on that previously mentioned notebooks.

It's very important to highlight that, despite of the separated way to conduct the process, the MSP will be implemented after finishing the studies of the four regions, resulting in a national policy.

After finishing this first round of the process up to the policy implementation, remembering that MSP have to be continuously reevaluated, the Brazilian State expects that the MSP can work as a propeller to the blue economy, ensuring legal security to the investors, and bringing social, ecological and economic benefits to the Brazilian population.



# Sectoral demands

Figure 7: Slide from the presentation on MSP in Brazil

• Adeline Souf (Shom, France) presented <u>the International Hydrographic Organization (IHO)</u>& IHO-European Commission Network Working Group and presentation of the regional hydrographic committee for the "Meso American & Caribbean Sea HC" area.

The IHO has three primary missions:

- Hydrographic support for maritime navigation safety and efficiency, focusing on digital data standards, data assurance including cybersecurity, and capacity building.
- Increasing the use of hydrographic data for societal benefits through regional and international cooperation, data collection using new tools and methods, and promoting interoperability of hydrographic data with other marine-related data.
- Actively participating in international initiatives related to ocean knowledge and sustainable use, enhancing capacity-building activities, improving knowledge of the world's seafloors, and increasing visibility and accessibility to IHO work.





The IHO collaborates with various entities, including the European Commission through the IHO and European Commission Network Working Group (IENWG), and regional commissions like the Meso American & Caribbean Sea Hydrographic Commission (MACHC). The MACHC focuses on marine spatial data, maritime safety information, and capacity building. One of the challenges highlighted is the limited awareness of the importance and value of hydrographic services among national policy and decision-makers. However, some countries have made progress in implementing governance for MSP and/or Marine Spatial Data Infrastructure (MSDI), indicating a strengthening integration of hydrography in these nations.





4 Working tracks: marine policies, S100, capacity building and data collection 1 meeting per year – last one in May 2023 (Brest, France) / when possible in back-to-back with European Maritime Days

Figure 8: Slide from the presentation on the IHO and MACHC

• Christian Mouden (Shom, France) had a presentation on IHO Standards-100.

The presentation discussed the evolution and significance of hydrographic data standards, focusing on the transition from the S-57 standard to the IHO S-100 standard.

Background: The S-57 standard was developed by the IHO in the 1980s as an exchange format for data between Hydrographic Offices and serves as the foundation for Electronic Navigational Charts (ENCs). ENCs are official digital charts in vector format that are regularly updated and contain essential information for safe navigation, such as bathymetry, aids to navigation (buoyage, landmarks, lights), and regulated areas.

The S-100 standard, also known as the "IHO Universal Hydrographic Data Model," was introduced to address the limitations of the S-57 standard. These limitations included a lack of flexibility, the inability to handle 4-dimensional data (x, y, z, and time), and non-machine-readable files. The S-100 standard aims to provide a framework for the development of the next generation of ENCs and other digital products and services.

e-Navigation: The presentation highlighted the concept of e-Navigation, defined as the harmonized collection, integration, exchange, presentation, and analysis of marine information using electronic means. E-Navigation aims to enhance berth-to-berth navigation, improve safety and security at sea, and protect the marine environment. The S-100 standard plays a crucial role in supporting e-Navigation by facilitating the development of new products like bathymetric surfaces, water levels, and currents, catering to the needs of not only the safety of navigation but also the hydrographic, maritime, and GIS communities.





The S-100 normative framework ensures interoperability and display of these additional layers on electronic chart display and information systems (ECDIS), compatible with S-100.



Figure 9: Slide from the presentationon on the OHI S-100

- Benjamin Potié (State of Action at Sea, France) presented the SAS in French Guiana. He explained:
- 1. The principles of « State action at sea » (SAS)

SAS is an administrative and operational organization which entrusts:

- The State representation by a single administrative authority (the Maritime prefect in mainland France, and the « Government delegate for State action at sea » assisted by the maritime zone commander overseas);
- Carrying out the 45 SAS missions identified for administrations with assets of intervention;
- A capacity for all administrations intervening at sea to note offenses at sea in a wide range of missions.

The SAS is carried out within the framework of the maritime zone, the area of competence of the single maritime authority. The maritime zone includes areas placed under the jurisdiction of France (inland waters, territorial sea, economic zone) but also the high seas over which France can exercise certain attributions, either with regard to its own ships or with regard to foreign ships under international conventions (piracy, fight against drug trafficking and unnecessary immigration, etc.).

2. The national and regional organization

Almost all ministries have missions and responsibilities at sea. Due to this very interministerial nature, SAS is placed under the responsibility of the Prime Minister. To assist him in this mission, he has the Secretary General of the Sea responsible, in particular, for leading and coordinating the action of State representatives at sea (Maritime prefects and Government delegates) in the exercise of their responsibilities and to give them, as necessary, directives.





The State representative at sea is in charge with the maritime zone placed under his responsibility. As an administrative authority, it is responsible for the proper accomplishment of State missions at sea. It can request and coordinate the resources of other administrations to:

- The execution of a mission falling within its remit (defense of the rights and interests of the nation, protection of people and property, maintenance of public order at sea and coordination of the fight against illicit activities);

- The management of a major crisis requiring the resources of several administrations (rescue at sea, fight against pollution, etc.);

- Strengthen the capacities of an administration that cannot cope with its own missions with its own resources.

To fulfill its missions, the State representative at sea relies on the existing operational centers of each administration and on the means made available by other administrations under its coordination power. And as an administrative authority it has police (formal notice, etc.) and regulatory (orders, etc.) powers.



Figure 10: Slide from the presentation on the SAS





### PERSPECTIVES

Maritime spatial planning concept was first mentioned in 2006 by the Intergovernmental Ocean Commission (IOC) and has in the last 15 years been a mind-shifter globally. Indeed, territories have started their national MSP process to ensure a sustainable use of the marine space, with the objectives of developing a blue economy while ensuring the biodiversity conservation in their ocean and coastal zones. Efforts are on-going in the South-Eastern Atlantic with Brazil, French Guiana and Suriname which are in the process of defining the marine activities in the waters under their respective jurisdictions.

The discussions and presentations in this workshop have highlighted on the importance to consider in practical aspects maritime surveillance and safety of navigation into MSP process in the regions represented, including French Guiana, Brazil, Suriname, and European territories involved in the project like the Azores, Madeira and Canary Islands. The involvement of various stakeholders from public authorities, hydrographic offices, and MSP authorities underscores the multi-faceted nature of these challenge and the need for collaborative efforts beyond MSP-OR project.

Firstly, one key takeaway from this workshop is the alignment of the states concerned in addressing common maritime surveillance and safety of navigation issues such as illegal fishing, pollution, and securing economic development by the "blue growth" of activities at sea as a challenge to open up certain territories. Regarding this, a track to manage these common issues could be to coordinates MSP national initiatives at a "regional" sea basin level (even considering the Brazil's coastline).

Secondly, considering it, the presentations on the MSP-OR project, IHO standards, and the roles of different organizations and authorities have highlighted the ongoing efforts to develop technology and data interoperability for enhanced maritime safety and efficiency, with the adoption of the IHO last S-100 standard and the focus on e-Navigation for example. This harmonization work should elaborate at two level to have effective MSP plans: (i) input data with a common standard (S-100 from IHO); (ii) output data with also a common symbiology (S-101 form IHO).

Thirdly, in practical aspects maritime surveillance and safety of navigation into MSP process is not only a technical matter, but also a cultural aspect to assess and consider based on the administrative and institutional context of each state to drive MSP. In other terms, this workshop has identified the strong need to establish a translation work on maritime surveillance and safety of navigation issues between authorities responsible of it (as Hydrography services) and MSP practitioners. Again, this coordination could be useful at the scale of a regional sea basin.

Looking ahead, the next phases of the MSP-OR project and the implementation of MSP will require sustained collaboration and innovation with the integration of new technologies, such as geospatial intelligence hubs and advanced hydrographic data standards.



This workshop has provided to highlight the need to connect maritime surveillance and safety of navigation thematic with MSP process at a space-time scale able to provide mutual understandings, fostered dialogue, and set the stage for future actions and partnerships.

### CONCLUSION

This workshop was concluded by listing the next steps and actions of Shom for this project, and encouraging the audience to further discuss and collaborate for the next steps of their MSP process. Finally, the MSP-OR website (https://msp-or.eu/) is accessible and provides all results and deliverables produced by the partners of this project.





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