Stakeholder Involvement in Long-term Maritime Spatial Planning:
Latvian Case

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Baltic LINes
Coherent Linear Infrastructures in Baltic Maritime Spatial Plans
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Stakeholder Involvement in Long-term Maritime Spatial Planning: Latvian Case

Development of future scenarios for the shipping and energy sectors. Identification of critical issues of these sectors for the Baltic Sea Region planning transboundary discussion needs: process and results.

December, 2017

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Note: The informative material was developed by AC Konsul- tācijas Ltd., commissioned by the MoEPRD within the framework of the INTERREG Baltic Sea Region Transnational Coope- ration Program project "Coherent Linear Infrastructures in Baltic Maritime Spatial Plans (Baltic LINes)"

Contents

Introduction

This informative material provides insight into Latvia's experience on the **development of future scenarios** for shipping and energy sectors up to 2050 and the identification of critical issues at national and BSR levels, as well as **key findings** and outcomes. Examples are provided to illustrate and describe the **approaches used in communication and cooperation process of shipping and energy sectoral representatives**. The presented approach enhanced the capacity, readiness and openness of Latvian stakeholders to participate in transnational maritime spatial planning discussions and increased their ability to assess the sectors' long-term development. This material also presents the results of the scenario development process and identification of sectoral critical issues and proposals to solve the identified critical issues as well as proposals for future engagement.

This material is part of the Services on "Development of future scenarios for energy and shipping sectors and identification of critical issues of these sectors in the context of maritime spatial planning and transnational cooperation, and development of informative material", commissioned by the MoEPRD within the framework of the INTERREG Baltic Sea Region transnational cooperation program project "Coherent Linear Infrastructure in Baltic Maritime Spatial Planning (Baltic LINes)".

The Baltic LINes project aims to facilitate transnational harmonization of linear infrastructure in shipping and energy sectors in the Baltic Sea Region's national maritime spatial plans.

The involvement of national stakeholders and their knowledge, experience, and long-term vision for the future are of great importance in achieving the project's goals. Therefore, during the Service's implementation, active cooperation and involvement of stakeholders resulted in the identification of critical issues in the shipping and energy sectors, and agreement on the most optimal scenario for Latvian maritime spatial planning in these sectors.

"Stakeholder Involvement in Long-term Maritime Spatial Planning: Latvian Case" is a summary of the **experience gained and the successful and unsuccessful practices**, provided to the parties involved in the long-term development planning of different sectors as an example of a possible approach for involving sectoral representatives in future development planning.

Involvement of Sector Representatives

The dialogue of sector representatives in the development of MSP, including the Baltic LINES project's activities, is an essential condition for the harmonization of interests, mutual understanding and sustainable coexistence in the Baltic Sea. It is in Latvia's interest to increase the capacity of sector representatives to value the international dimension of MSP.

For this reason, it was important to find the opportunity to promote the capacity, readiness and openness of Latvian stakeholders to participate in international MTP discussions as well as to establish links between the shipping and energy sectors.

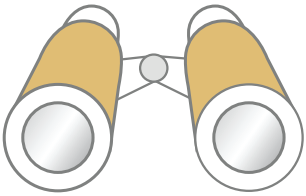
There was an identified need to raise stakeholder awareness of MSP, thus raising their interest and involvement in long-term sectoral spatial planning.

The involvement of sector representatives was organized on the basis of two main workstreams, first, to develop evidence-based future scenarios for the energy and shipping sectors within the framework of MSP, and, second, to identify the most important issues of the shipping and energy sectors in Latvia within the framework of the MSP at pan-Baltic level. To implement both workstreams, various communication and sector representatives' involvement methods were used, which are described below.

Workstream 1

In close cooperation with the national stakeholders of both sectors, develop evidence-based future scenarios for the energy and shipping sectors in the area of MSP

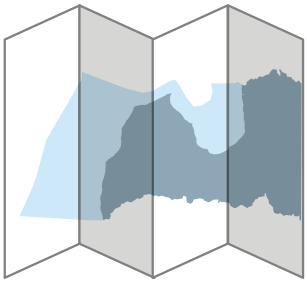
GOALS:	TASKS:
■ **Informing** stakeholders about MSP, raise awareness and involve them in the planning process ■ **Building a link** between the shipping and energy sectors and achieve a cross-sectoral approach ■ **Obtaining knowledge** from industries/ stakeholders ■ **Developing and testing** the approach of stakeholder involvement ■ **Creating framework at national level to promote interaction and debate between key stakeholders**	■ Develop and apply a methodology for the organization of stakeholder involvement in the shipping and energy sectors in order to ensure cooperation in the development process of future scenarios and national-level MSP processes ■ Identify relevant institutional representatives and individuals (experts, planners, thought leaders, decision-makers) and ensure the exchange and availability of data and information by organizing workshops, discussing future scenarios, filling in questionnaires, etc. ■ Ensure that stakeholders are informed about the importance of their participation and planned activities in the MSP process using different methods and information channels ■ Analyze the engagement process of national stakeholders and prepare recommendations for long-term stakeholder participation and cooperation process



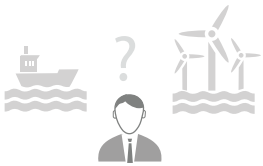
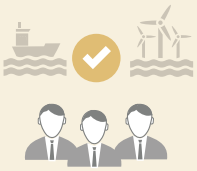
Workstream 2

Identify the key issues and problems of the shipping and energy sectors in Latvia in the field of MSP at the pan-Baltic level

GOALS:	TASKS:
■ **Mobilizing** stakeholders for the Baltic LINes project ■ **Obtaining data (knowledge)** from industries/stakeholders ■ **Linking national processes** with the Baltic LINes project and the international perspective ■ **Verifying problems and solutions** with regard to MSP and sectoral cooperation ■ **Identifying the uses of the sea and the synergetic fields between countries and sectors**	■ Find out the main problems of the future development of the shipping and energy sectors and provide stakeholders with the necessary information on environmental conditions, the use of existing and planned maritime space, general future tendencies and needs at national and transnational levels in the BSR ■ Prepare recommendations and solutions for a linear infrastructure planning process coordinated at national and international levels ■ Prepare the main stakeholders of each sector for participation in international Baltic LINes workshops and indicate the critical issues and situation in Latvia



Involvement Process of Sector Representatives

I May–October 2017 **Stakeholder Identification**	
II June–September 2017 **Adaption and Use of Sector Representatives' Communication and Involvement Methods**	
III June–September 2017 **Management and Involvement Process of Sector Representatives**	
RESULT October 2017 **The objectives and tasks set out in the aspects of sectoral involvement were achieved**	

I Stakeholder Identification

Prior to initiating the development of future scenarios for shipping and energy sectors, a multi-stage stakeholder identification process was carried out. The evaluation of the stakeholder involvement process within the first edition of the national MSP indicated a need for more detailed assessment and more targeted involvement of shipping and energy sector representatives in the maritime spatial planning process. Therefore, the selection and involvement of the participants within the Baltic LINes project was different from the approach applied in the development process of the Latvian MSP's first edition. Within the first edition of the MSP, the stakeholder involvement process complied with the legislative regulations and best practices, and also involved a wide range of stakeholders. Within the Baltic LINes framework, focus on the comprehensive involvement of various sectors and stakeholders in maritime spatial planning was narrowed down to the long-term development of two sectors – shipping and energy – and policy development at na- tional and BSR levels.

The identification process of stakeholders and sector representatives included **stakeholder identification, analysis, mapping and prioritization**.

The participants were identified according to their delegation and representation, including the following categories:

CATEGORIES

 1. legally legitimate stakeholders – *mostly national authorities*	 2. economically legitimate – *economic power and influence*
 3. politically legitimate – *political power and influence*	 4. scientifically legitimate – *researchers, research institutes, consultancy*

In addition to those mentioned above, both sector stakeholders within the Baltic LINes project were considered in the following groups:

GROUPS

Shipping sector:	Energy sector:
■ planning authority; ■ public regulation/monitoring authority; ■ maritime industry/services; ■ consultancy/academia.	■ planning authority/public administration; ■ public grid operator/energy utility; ■ energy project developer/ operator; ■ maritime industry; ■ consultancy/academia.

As a result, a list of stakeholders was created, which was supplemented in the course of the Service.

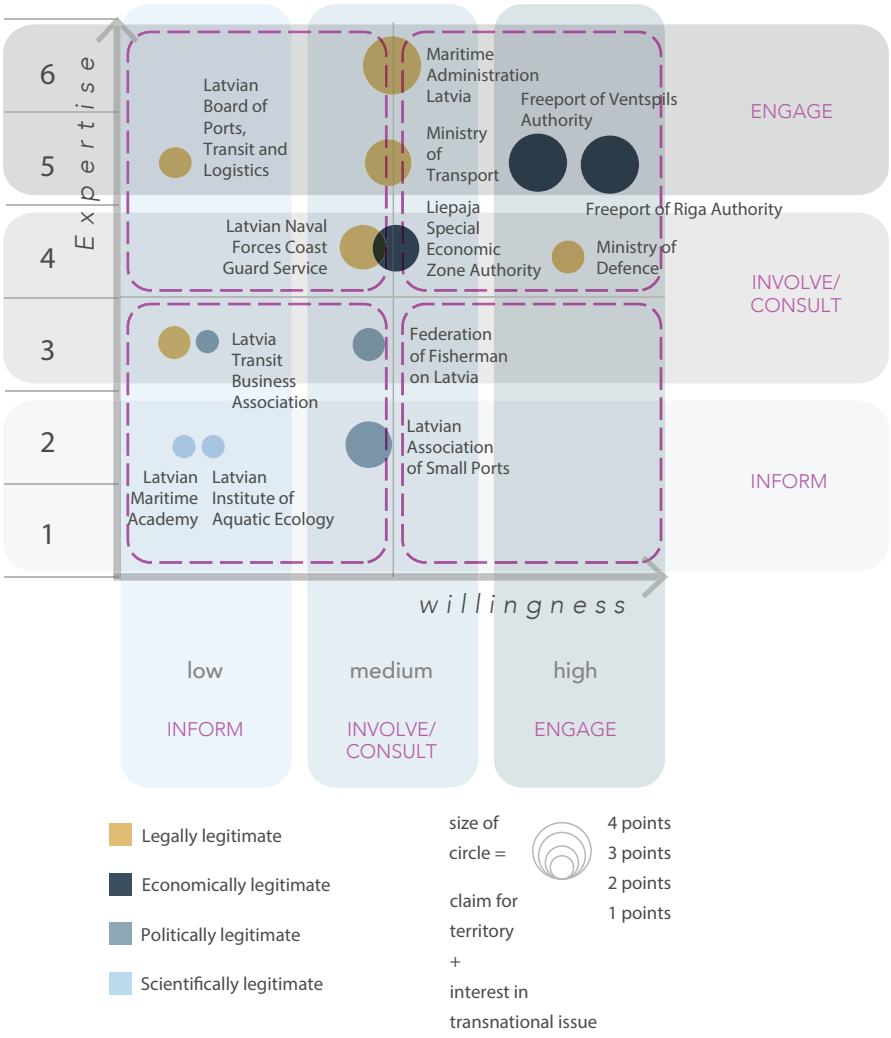
In the next stage the stakeholders were analyzed and evaluated according to the following criteria:

CRITERIA

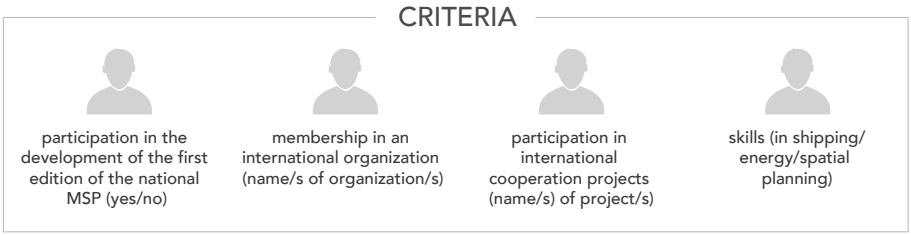
power
link to a transnational perspective
willingness to participate
claim for territory
interest in transnational issues

Following the stakeholder evaluation, the analysis results were visually mapped out with a coordinate system of expertise – willingness to participate. The results were visualized and stakeholders who should be cooperated with most closely were identified (see Figure below).

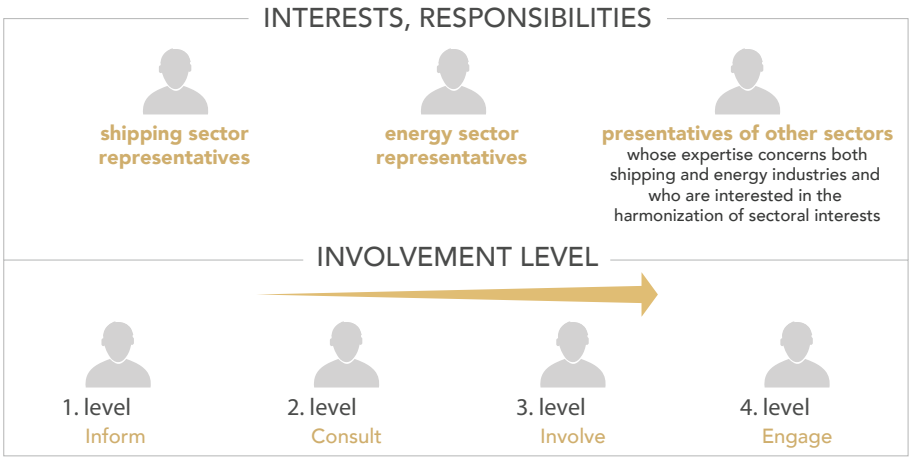
MAPPING EXAMPLE



After identifying the stakeholders (institutions and organizations) that should be worked with most closely in the MSP process and within the given study, prioritization work was started to identify those sector representatives who could represent the identified institutions and/or organizations. To ensure the transparent selection of participants, four criteria were set. At this stage of the stakeholder analysis, the participants' selection focused on the following skills and/or experience:



In order to ensure achievement of long-term project results, a stakeholder database was created which was supplemented with information about the sector representatives involved in the study. The information about the participants in the database was divided into three groups, taking into account their interests, responsibilities and involvement level:



Information about the stakeholders included in the database is a data depository that will be stored by the MoEPRD and will be used for further involvement of stakeholders and experts in MSP processes at both national and BSR levels. The database created is a very significant contribution to networking in the context of maritime spatial planning.

II Adaption and Use of Sector Representatives' Communication and Involvement Methods

The involvement of sector representatives in planning the future development of the shipping and energy industries and in identifying the critical issues to be solved on the BSR scale was based on the **future scenario method**. This method, along with other methods of data acquisition, analysis and participation, made it possible to create an evidence-based projection while at the same time ensuring the achievement of the sectoral representatives' objectives. The scenario development methodology and the identification of critical issues was focused on promoting shipping and energy sector representatives to engage in the MTP process, on developing a common understanding and a unified MSP solution in order to find an agreement on the spatial solution between various maritime users in the long term – by 2030 and from 2030 to 2050.

The following methods were used in the process of scenario development and the identification of critical issues:

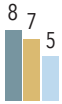
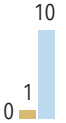
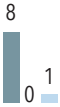
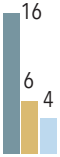
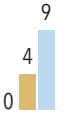
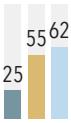
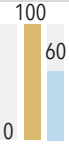
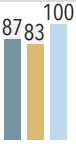
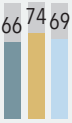
METHODS
1. Analysis of studies, documents and statistical data
2. Adapted Delphi method (survey and workshops for sector representatives)
3. Future scenario method (identification of factors affecting sector development; analysis, construction of future scenarios and determination of their spatial impact)
4. Expert group meetings and consultations with MoEPRD representatives

III Management and Involvement Process of Sector Representatives

The involvement of sector representatives was carried out in five complementary stages. Initially a survey of sector representatives was carried out – experts prepared questionnaires on the basis of available information and international studies. Based on the results of the survey (including factor analysis), the development of future scenarios was started. In the scenario development process, experts organized and lead a meeting with shipping and energy sectoral representatives, separate scenario development workshops, a joint scenario development workshop and a strategic discussion for both sectors.

Outcome

In general, the objectives and tasks set out in the aspects of sectoral involvement were achieved. In the process of future scenario development, 82 people were addressed, of whom 70% (57 people) participated. By evaluating the participation of the addressed industry representatives according to their involvement level, it can be concluded that the largest activity in general was by the sector representatives at the "Engage" level.

Involvement level	Consult/ inform	Involve	Engage	TOTAL
Number of initially selected participants				52
Number of additionally invited participants during the process				30
Total number of participants contacted (initially selected + additionally invited)				82
Participated in the process				57
Participation rate, %				

participants from shipping sector

participants from energy sector

other participants

Recommendations for the Involvement of Sector Representatives

General

- For successful involvement of sector representatives, a detailed sectoral communication and cooperation framework should be developed, in which the objectives and results to be achieved are defined.
- In the involvement process, the planned time period, clear and understandable language and a flexible communication approach are of great importance, so that every one involved, both sector representatives and experts, engage in involvement links.
- The involvement process consists of formal and informal communication – both of which are equally important.

Stakeholder Identification

- Stakeholder analysis and mapping is intended for planning stakeholder involvement and effective communication.
- Thought leaders should be particularly addressed in the involvement process.
- By staying aware of the possible and unpredictable changes in the planning process, stakeholder identification steps can be repeated and adapted multiple times.
- During the process, the need for a detailed analysis of one level of involvement may arise, for example, for the level create policy, decision-makers have to be especially defined and identified.
- In order to ensure a sustainable planning process in the context of maritime spatial planning, it is essential to build and maintain a database of stakeholders and sector representatives.

Communication Methods and Methods Used for the Involvement of Sector Representatives

- The stakeholder involvement process should be carried out with a communications specialist.
- A stakeholder involvement plan should include a summary of goals, tasks, descriptions of the most effective methods, time schedule and other useful information for organizing the process.
- A sub-goal should be set for each stage of involvement and the most appropriate methods for achieving it should be selected.
- Strategic decisions should be made; communication and/or involvement methods should be adjusted if deficiencies are identified during the involvement process.
- Feedback should be planned and obtained during the involvement process.
- Be aware that shortcomings in communication or involvement methods can have a negative effect on the willingness of sector representatives to participate and to contin ue cooperating.

Involvement of Sector Representatives in the Scenario Development Process

- Sectoral scenarios should be developed together with sector representatives based on previously prepared materials.
- When working with sector scenarios, conditions should be created where everyone involved understands the purpose of the particular process and their role in it. The role of sector representatives in the scenario development process may coincide with the real sectoral expertise, or can change during the process.
- The process must be creative and adaptive so that participants wish to be in- volved in each subsequent stage and step of the process.
- If the scenario building process consists of a series of events, then they should be sequential, resulting from each prior event.
- Attention should be paid to adequately document the involvement process, in- cluding workshops.

Scenario development

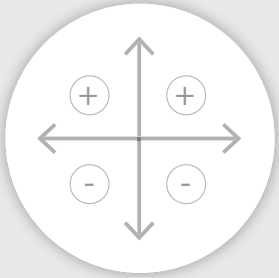
Approach of Future Scenario Development for Shipping and Energy Sectors and Identification of Critical Issues for These Sectors

One of the workstreams was involving stakeholders from the shipping and energy sectors in the development of future scenarios for the energy and shipping sectors in the context of Maritime spatial planning in close cooperation with national sec- toral stakeholders.

A scenario method was selected to achieve the objectives defined for implementation of this aspect, and to find a consensus regarding the long-term spatial planning resolution between the various users of the marine space – until 2030 and from 2030 to 2050. This method, along with other methods (surveys, discussions, expert advice, etc.), helps to create an efficient evidence- and justification-based future projection, while enabling to achieve the objectives of stakeholder involvement (increasing their competence and involvement, etc.).

The scenario method means defining the possible future developments on the basis of situation analysis and reasonable assumptions, taking into account the determinant key factors for future development.

Aim of the scenario method



Development of Stakeholder Dialogue

- **Informing** – raising awareness
- **Involvement** – in MS planning process
- **Creating links** between shipping and energy sectors
- **Linking** with international perspective
- Identifying and checking for problems and looking for solutions

Through the involvement of sectoral stakeholders, the main directions of development were outlined in the scenarios that can be used in the future for shaping strategies and actions in the context of planning future development of both sectors. Along with this, common scenarios for both sectors were developed, in- cluding maritime spatial planning solutions.

Photo: Margarita Vološina

Future Scenario Development for Shipping and Energy Industries: Methods Used in the Process and Time Frame

July-August

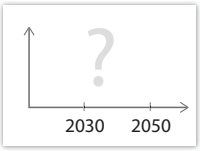
Step 1

Creating Questionaire

Research
- Researches
- Baltic LINes materials
- Regulations
- Current version of MSP

Factors and their manifestations
- political
- economical
- environmental
- climate change
- technological

Step 2



Survey of sector representatives
- Factors and their manifestations
- MSP questions

The main factors influencing the sector specified

Shipping		Energy	
1.	6.	1.	6.
2.	7.	2.	7.
3.	8.	3.	8.
4.	9.	4.	9.
5.	10.	5.	10.
others		others	

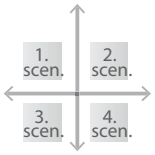
TOP 10 + Most important factors

August 15th

Step 3

Placing key factors on two scenario axes

Step 4



Combination of axes, characteristics of factor manifestations in four scenarios by 2050

Discussions/workshops with sectors

Four development scenarios created for shipping and energy sectors

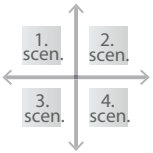
Shipping

Energy

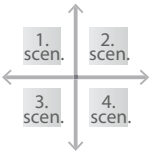
August 24th

Step 5–6

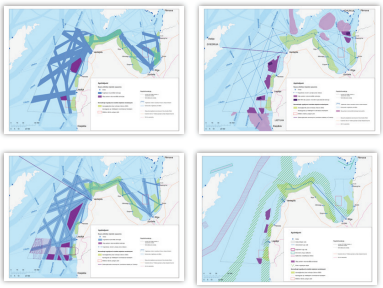
Shipping



Energy



Consolidation of both sector scenarios and creating cross-sectoral scenarios, their discussion and adjustment



? Discussions/work-shops with sectors

Desirable future scenario and ctions to implement it

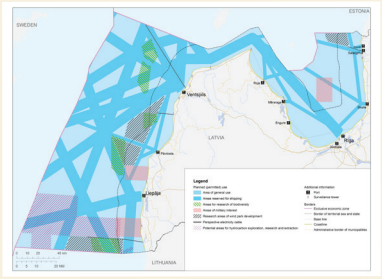
TOP critical issues

September 8th

Step 7–8

Panel discussion on critical issues

Consensus and proposals



Scenario Development Steps

Future scenarios for shipping and energy industries were developed in eight steps.

1.
Studying the current situation and sectoral development tendencies

Work by experts – identifying the factors:

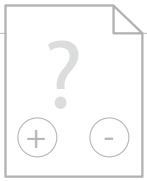
- political
- economical
- environmental
- climate change
- technological factors

Result: a list of key factors for each sector

2.
Defining of the factors' future manifestations and evaluation of their importance

- Survey of sector representatives
- Evaluation of factor importance
- Identification of manifestations
- Consensus building

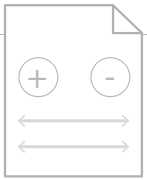
Result: possible future manifestations of the factors defined and evaluated



3.
Placing key factors on two scenario axes

- Evaluation of the sector representatives' survey results
- Adjustment of workshop methodology
- Layout of the factors in the coordinate system

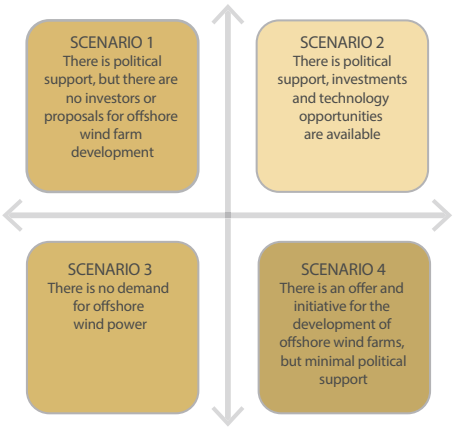
Result: future scenario axes and four scenarios with their main characteristics for each sector defined; sectoral workshop methodology prepared



Energy

Political support –
MAX MANIFESTATION:
Adequate laws and regulations are introduced, support instruments are created

Technology development –
MIN MANIFESTATION:
Not developed/not introduced in Latvia, other renewable energies are ahead of wind farms



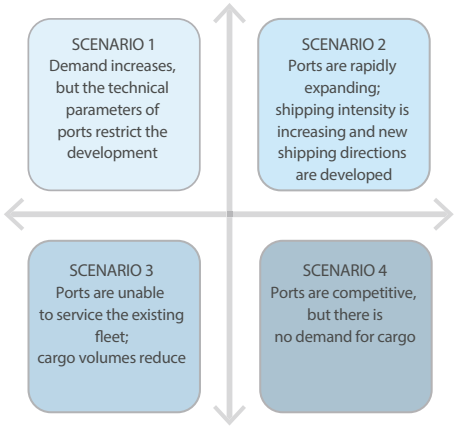
Technology development –
MAX MANIFESTATION:
The most efficient technologies available are used in Latvia

Political support –
MIN MANIFESTATION:
No state support, geopolitical situation is changing

Shipping

Demand for cargos –
MAX MANIFESTATION:
Cargo volumes are increasing, demand for port services is increasing, port traffic is increasing

Technology development –
MIN MANIFESTATION:
Port technical parameters deteriorate



Technology development –
MAX MANIFESTATION:
The technical parameters of the ports are improving, the role of modern nd innovative technologies is increasing

Demand for cargos –
MIN MANIFESTATION:
Geopolitical changes, demand for port services reduces

4.
Combination of axes, characteristics of factor manifestations in four scenarios by 2050

- Two sectoral workshops – group work, expert work
- Scenario development and their description

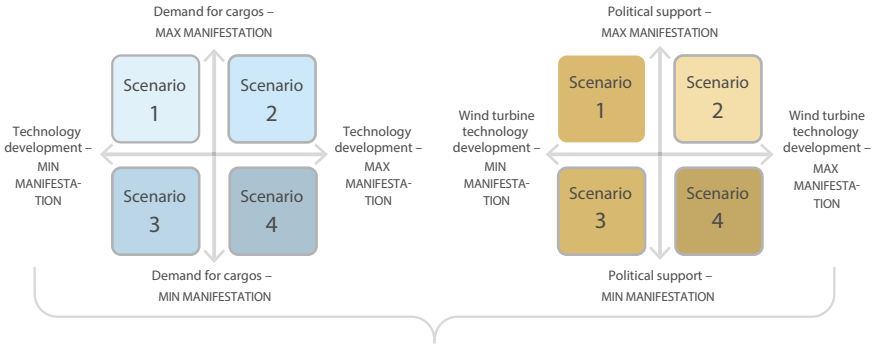
Result: four development scenarios created, their manifestations adjusted and evaluated

1. scenario
2. scenario
3. scenario
4. scenario

5.–6.
Consolidation of both sector scenarios and creating, discussing and adjusting cross-sectoral scenarios

- Cross-sectoral workshop, world café group work
- Development of 4 cross-sectoral scenarios:
  - (1) Shipping dominance
  - (2) Energy dominance
  - (3) Stagnation
  - (4) Balanced development

Result: four integrated development scenarios created, spatial manifestations adjusted and critical issues specified



RESULTS

Energy dominance	Balanced development	Shipping dominance	Stagnation
K1 + E1	K2 + E2	K3+ E3	K4 + E4

7.
Discussing the preferred scenario and critical issues

At the conclusion of the scenario development and identification of critical issues as well as the stakeholder involvement, a strategic discussion was organized for both sector's representatives on the key issues raised in the current process and further solutions for both sectoral development and maritime planning at national and BSR levels. The discussion involved high-level participants and the identified all-level representatives of shipping and energy sectors, as well as a wide range of interested persons.

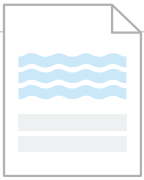
Result: a common view prepared on the key issues of the development of both sectors in the context of the BSR which was based on the developed future scenarios and other information summarized during the stakeholder involvement process.

Photo: Margarita Vološina

8.
Processing and improvement of future scenarios in the expert group

Future scenarios evaluation, refinement and improvement was done till the participation process end

Results



- Stakeholder representatives and other interested persons are presented with the results of the scenario development process.
- By involving representatives of ministries and responsible institutions in the panel discussions, a mutual dialogue was developed and understanding between the shipping and energy sectors was promoted; issues to be addressed and steps to be made by involved parties in the con- text of maritime spatial planning and the further development of shipping and energy sectors were defined.
- The future course of the project development and the involvement of stakeholder representatives at the BSR level were outlined.

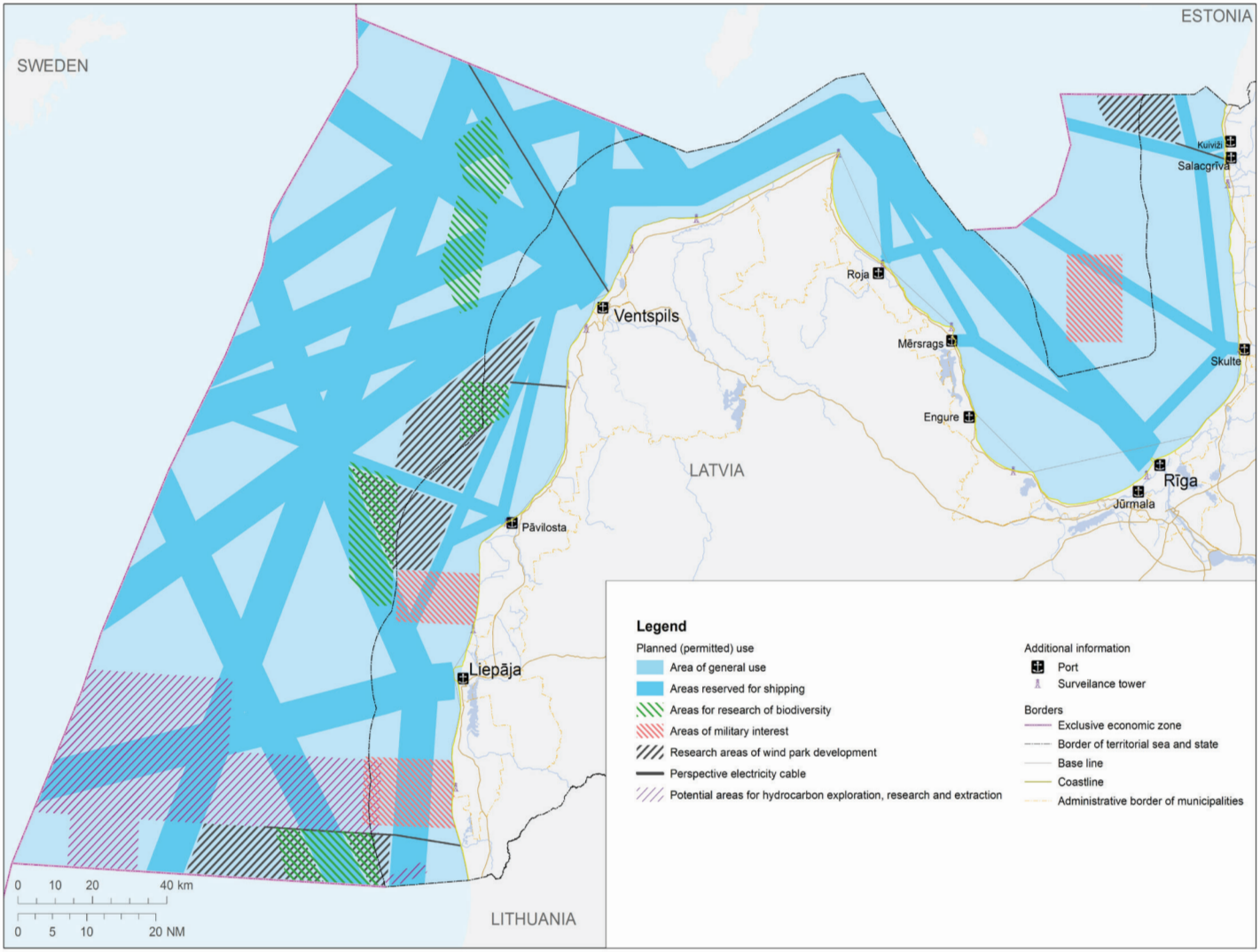
Maritime spatial plan

As a result of the scenario development and the discussions and evaluations of the involved parties, the participants reached a common concept of the spatial solution to be included in the national MSP.

Within the framework of the solution, the preferred spatial manifestation of the scenarios – **"Balanced Development"** – was identified, which is planned to be implemented, taking into account the development tendencies and plans as well as policy direction, thus achieving comprehensive sectoral development.

The spatial solution has been adjusted to consider the suggestions made by the sector representatives, and the opinions of the involved parties that were obtained in discussions about the optimal routes of navigation and the location of the research areas for the wind parks and their size at sea. In the spatial solution, it is proposed to highlight the main shipping directions, providing sufficient width for shipping lanes.

Protected nature areas are specified that do not affect the shipping sector but have a significant impact on the location of stationary structures at sea. The spatial so- lution indicates the preferred exploration areas for wind parks and, in view of the future development of the shipping sector, a priority research area near Pavilosta.


ESTONIA
SWEDEN
Kuivīži
Salacgrīva
Roja
Ventspils
Mērsrags
Skulte
Engure
LATVIA
Rīga
Jūrmala
Pāvilosta
Liepāja
LITHUANIA
0 10 20 40 km
0 5 10 20 NM
Legend
Planned (permitted) use
Area of general use
Areas reserved for shipping
Areas for research of biodiversity
Areas of military interest
Research areas of wind park development
Perspective electricity cable
Potential areas for hydrocarbon exploration, research and extraction
Additional information
Port
Surveilance tower
Borders
Exclusive economic zone
Border of territorial sea and state
Base line
Coastline
Administrative border of municipalities

Critical issues

During the process, which included both scenario development and stakeholder involvement, several critical issues were identified concerning sectoral development planning, policymaking, and MSP.

Five major groups of critical issues regarding the development of shipping and energy sectors in the maritime space.

No	Issue	Sector	Level and format
1.	Principles of determining priority sites for wind farms and a roadmap A clear roadmap for planning, development, financing, construction and operation of offshore wind farms should be developed. The roadmap should define the role and involvement of state authorities, and identify the most important regulatory work improvement. Such a roadmap should be structured in perspective to 2020, 2030, 2050, and it should reflect the necessary decisions, incl. but not limited to the necessary and desirable public intervention and national energy policies, the required and desired maximum capacity of offshore wind farms, guidelines for planning and establishing offshore wind farms, etc.	Energy	National Energy policy

No	Issue	Sector	Level and format
2.	Development of long-term port development plans and long-term planning of port development up to 2050 The need for such plans is determined by the uncertainty of future development in the context of the necessary initial investment in port infrastructure, including public funding. The existence of such plans would increase the usefulness and validity of the use of public funding, as well as provide the necessary information for the needs of maritime spatial planning. At the same time, the existence of long-term development plans would reduce public and private investment risks.	Shipping	National / BSR Transport development policy (incl. Transport development guidelines) Long-term port development plans
3.	Planning of offshore wind farms in the context of local territory development planning There is a need for both the development of guidelines for local-level territorial development in the context of the development of offshore wind farms, as well as exploration of the benefits for tourism and for the local population from the development of wind energy in the maritime space closer to the coast. The same applies to the benefits for shipping and coastal residents from the development and servicing of offshore wind parks.	Energy and shipping	National Development planning of the coastal area of Latvia
4.	Energy policy and strategy in neighboring countries that is favourable for Latvia The energy policy of Latvia is to be seen in the context of the energy policy of the BSR, especially in the context of the plans and development of the EU member states. It is critically important for Latvia to maintain a competitive energy sector, while decarbonising electricity generation	Energy	BSR Spatial planning in the BSR, EU energy policy

No	Issue	Sector	Level and format
5.	Transport decarbonisation The decarbonisation of transport, including maritime transport, is seen in the context of energy development and the use of RES for energy recovery. Development of offshore wind farms is an opportunity to provide transport, incl. sea transport and port decarbonisation in a sustainable way.	Energy and shipping	National / BSR Transport development guidelines, EU transport and energy policies, BSR spatial planning

As a result of scenario development and stakeholder involvement processes, the main issues to be solved at the BSR level are summarized below.

Issues identified during the scenario development and stakeholder involvement processes for further solution at the BSR level

Shipping sector	Energy sector
Future shipping intensity in the Baltic Sea Future forecasts and scenarios should describe the future intensity of shipping, the development and use of ships and shipping technology, changes in cargo types and transport destinations	Offshore wind park development in the neighbouring countries What are the plans of neighboring countries for offshore wind farms, and is mutual co-ordination possible and necessary? What are the examples of best practice?
Coordination of LNG development plans in the BSR LNG development plans and bunkering opportunities should be developed in a coordinated and complementary manner, especially if the development is implemented through public funding	The role of the offshore wind parks in the decarbonisation of the transport sector What is the experience of the BSR countries in the long-term development of a sustainable and efficient transport system, creating all decarbonization options for all transport modes, moving to new and innovative low-carbon transport technologies? What are the opportunities and the role of offshore wind farms in this process? What are the examples of best practice?

Shipping sector	Energy sector
Adaptation of the Danish Straits to larger ships and deeper draughts The shipping sector needs clear long-term signals, whether the deepening and adaptation of the Danish Straits or other alternatives concerning the Baltic Sea may be an issue for the agenda. And if so, is this a question before or after 2050?	Offshore wind park support policy The role of the public sector in exploring the construction of offshore wind farms and making the data public. What are the options and conditions for balancing offshore wind farms (power generation capacity at lull time)? National support for the development of offshore wind farms (connection infrastructure, wind farms), in particular in the development of environmentally friendly wind farms that have a higher production efficiency and a longer life cycle.
Adaptation to climate change Experiences and good practice in planning and implementing the adaptation of the shipping sector to climate changes.	Studying sea currents Research and simulations of sea currents for the possible formation of deposits that can be caused by the foundations of new structures (wind turbines) at the bottom of the sea and how it affects shipping routes.

Conclusions and Proposals for Long-term Maritime Spatial Planning

The desired future development of the shipping sector will be characterized by the development of large ports and optimal shipping conditions, including the case of a significant increase in cargo turnover, number of serviced vessels, ferry and cruise ships and yachting. The shipping sector will need to pay more attention to maritime safety aspects, the sector will seek to reduce ship-generated emissions, and therefore Latvian ports will also have to adapt to technological developments. Latvian ports have no experience in servicing offshore wind parks; therefore they are cautious and call on the energy sector to provide them with economically sound estimates of the contribution of this economic sector to the development of ports.

The desired development of the energy sector in the maritime space is to be seen in the context of the expected small increase in electricity consumption and a significant increase in the share of electricity produced from RES. The use of offshore wind potential is intended to provide optimal solutions that will not limit the development of shipping and will allow the exploration of wider areas in order to find location solutions for offshore wind farms that are economically the most advantageous but less impactful on other industries in Latvia.

It is advisable to design and implement the MSP with a recommendatory rather than prohibitive character. In the procedure for the implementation and monitoring of the MSP, it should be provided that a plan review is carried out as necessary – when essential conditions are identified for changes in the zoning defined in the plan, but not less than once in every ten years.

For the future MSP consultation and public consultation process, it is recommended that:

- a broader range of stakeholders, such as coastal communities and citizens, as well as entrepreneurs, are involved, in order to explain the MSP solutions to these groups and to inform them about development and business opportunities in the use of maritime space for economic activities;
- information is provided about the planning process and solutions of neighbouring countries (Lithuania, Estonia, Sweden), thus ensuring a mutually coordinated spatial planning process.

Abbreviations and glossary

ABBREVIATIONS

Baltic LINes	Interregional Baltic Sea Region Project: Coherent Linear Infrastructures in Baltic Maritime Spatial Plans
BSR	Baltic Sea Region
EEZ	Exclusive Economic Zone
EC	European Commission
EU	European Union
MSP	Maritime Spatial Plan/Planning
MoEPRD	Ministry of Environmental Protection and Regional Development
VASAB	Vision and Strategies around the Baltic Sea

GLOSSARY

Cross-sectoral spatial scenarios	Common future scenarios for both sectors, including maritime spatial planning solutions, illustrating spatial manifestations of cross-sectoral scenarios
Experts	AC Konsultācijas Ltd. experts in shipping, energy and spatial planning
Factors	Forces affecting the shipping and energy sectors – decisions, events, development tendencies
Future scenario	Evidence-based future projection
Sector representatives	Representatives of shipping and energy sector stakeholders who participated in the activities organized within the project and in the maritime spatial planning process; also – sectoral representatives

GLOSSARY

Linear Infrastructure	Roads, streets, railways and other complex transport engineering structures, including bridges, crossings, tunnels and other similar structures, which form a linear transport infrastructure.[1]
Mapping	An analysis and discussion process of stakeholders and their representatives, based on a variety of methods for identifying key stakeholders and their role in sectoral planning.
Participants	All participants involved in the process, including stakeholders, representatives of other industries, MoEPRD representatives, and AC KonsultācijasLtd. experts.
Project	A project of INTERREG Baltic Sea Region transnational cooperation program "Coherent Linear Infrastructures in Baltic Maritime Spatial Plans (Baltic LINes)", hereinafter also – Baltic LINes project.[2]
Representatives of ..... other industries	Stakeholder representatives whose expertise (indirectly) refers to shipping or/and energy industries and who are interested in harmonizing the interests of both industries.
Service	Development of future scenarios for energy and shipping sectors and identification of critical issues of these sectors in the context of maritime spatial planning and transnational cooperation, and development of informative material.
Stakeholder	A person, group or organization that has interest or concern in a given maritime spatial plan, its preparation or any other MSP relevant process.[3]

[1] Cabinet Regulation No.240, Riga, 30/04/2013 (prot. No.26, §21) "General Regulations for the Planning, Use and Building of the Territory", Annex 3 - Classifier of the Types of Land Use. See: https://likumi.lv/doc.php?id=256866

[2] For more information see: http://www.vasab.org/index.php/Baltic LINes-eu

[3] HELCOM (2016). Guidelines on transboundary consultations, public participation and co-operation. See: http://www.helcom.fi/Documents/Action%20areas/Maritime%20spatial%20planning/Guidelines%20on%20transboundary%20consultations%20public%20participation%20and%20co-operation%20_June%202016.pdf

Notes

Photo: Agija Bataraga

Interreg
Baltic Sea Region

EUROPEAN UNION

EUROPEAN
REGIONAL
DEVELOPMENT
FUND

Baltic LINes
Coherent Linear Infrastructures in Baltic Maritime Spatial Plans

Vides aizsardzības un reģionālās attīstības ministrija