



WP5_T5.1 & T5.2:

MS15 workshops summary report

2026



**Co-funded by
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ACKNOWLEDGEMENT

The “MS15 workshop summary report” is the sole responsibility of the document authors and do not necessarily reflect the opinion of the European Union.

The ‘Northern European Sea Basins project’ is supported by the European Maritime, Fisheries and Aquaculture Fund of the European Union – through the Grant Agreement number 101196969, corresponding to the Call EMFAF-2024-PIA-MSP.

1 Workshop A: “Fitness-for-use of EMODnet for MSP”

Place	European Maritime Spatial Planning Week #2 – Brussels (Belgium)
Slot	Tuesday 2 June 2026 – morning session
Organisers	Seascope Belgium, EMODnet Secretariat

1.1 Introduction & aim (A)

In December 2025, Seascope Belgium launched a public survey (via EUSurvey) to gain insights into the use of [EMODnet](#) by MSP practitioners, who have used EMODnet in their work related to any aspect of MSP, nationally, regionally or on European scale, and gather feedback on potential improvements to EMODnet data services to increase its fit-for-use for the MSP community.

Complementing the survey results, the objectives of the workshop were to:

- Inform MSP practitioners on EMODnet: what it offers for them, how it can be used;
- Invite their feedback on their experience in using EMODnet for any MSP-related work;
- Collect insights from MSP practitioners on data needs and EMODnet service improvements.

Feedback gathered from both the survey and the workshop provide insights into how EMODnet can strengthen its service offer for MSP practitioners (both data users and providers), and inform the review of the EC MSP Directive.

1.2 Materials & logistics (A)

1.2.1 Logistics

The venue selection was centralised within the EU MSP Week organisation by the EU MSP Platform, who selected the nhow Brussels Bloom¹ hotel at Rue Royale – Koningsstraat 250, 1210, Brussels, Belgium.

¹ <https://www.nhow-hotels.com/nl/nhow-brussels-bloom>

The European MSP Platform organising team created an event webpage² with one registration form for all events that week. By ticking the box in the registration form, people expressed interest in joining the workshop. The organisers could afterwards select registrants to join the workshop (keeping in mind capacity of the room).

In total 71 participants were selected from the 92 received registrations, which then received a confirmation email by Seascope Belgium to (**Erreur ! Source du renvoi introuvable.**). Some cancelled their participation by reply to said email before the start of the workshop. Ultimately, 62 participants were expected, and at least³ 39 people eventually attended the workshop, including several ad-hoc, non-registered participants.

Registrants were asked to complete the survey for MSP stakeholders and practitioners on the fit-for-use of EMODnet services for MSP (see section **Erreur ! Source du renvoi introuvable.**)—if they had not already—prior to the workshop.

1.2.2 Exhibition booth

An exhibition booth was set up in the venue from 1-3 June 2026, staffed by Seascope Belgium representing the EMODnet Secretariat. It presented EMODnet and the European Atlas of the Seas (short: Atlas), supported by EMODnet-branded promotional materials, a TV screen playing EMODnet and Atlas videos on a loop, and two roll-up banners, one of which was specifically designed for this workshop.

The exhibition booth allowed for networking and showcasing EMODnet and the European Atlas of the Seas during the common coffee and lunch breaks of all EU MSP Week sessions on those days.



² <https://maritime-spatial-planning.ec.europa.eu/events/european-maritime-spatial-planning-week>

³ 39 participants signed the attendance list on the day of the workshop. However, it should be noted that some participants were noted to have not signed this list.

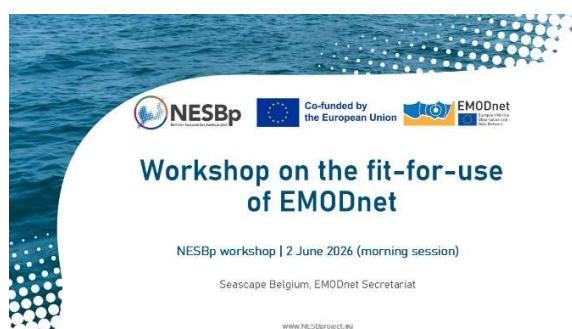
Figure 1. Nathalie Van Isacker (Seascope Belgium) presenting EMODnet and the European Atlas of the Seas at the exhibition booth during the European Maritime Spatial Planning Week in Brussels.

A mapping exercise was done with the partners of NESBp to identify and develop a list with contact details of MSP experts and stakeholders from various European Member States. This list included MSP experts directly involved in planning (e.g., MSP planners, maritime planning agency, thematic experts, etc.) as well as stakeholders such as data users or managers. This list was used to circulate the survey as well as the invitations for the workshop.

Furthermore, the workshop was promoted on LinkedIn through various profiles (NESB project, EMODnet, etc.), and in the May 2026 EMODnet news digest.

1.2.3 Presentation designed to frame the workshop

The NESBp workshop on the fit-for-use of the EMODnet data service for MSP featured presentations from Seascope Belgium/EMODnet Secretariat colleagues and open-floor discussions with the audience facilitated by interactive Slido polls.





Which sector do you work in?



What is your role in MSP?

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What scale do you work on?

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Setting the scene

High-level introduction to NESB project and EMODnet's role in it

Nathalie Tonné (Seascope Belgium, EMODnet Secretariat)

www.NESBproject.eu



SSBE/EMODnet partner in NESBp

- WP5 "Knowledge Transfer & Sharing"
- Dialogues with MSP practitioners and stakeholders
- Survey & workshop

Knowledge Pyramid

- Wisdom**: Shared understanding
- Knowledge**: Collection of information, within a context and understanding
- Information**: Collection of data organized in a consistent way
- Data**: Facts, signals or symbols

EMODnet
European Marine Observation and Data Network

<https://emodnet.ec.europa.eu/en>

- Public service
- Open Data Sharing
- Interoperability
- Trust, transparency and provenance
- Open-Source and Knowledge Sharing

EMODnet SERVICE OFFER

7 THEMATICS

- Information
- Policy
- Observation
- Modelling
- Assessment
- Knowledge
- Capacity

EMODnet: Delivered by a unique expert network: 133 partners, 33 nations

- National Oceanographic Data Centres and Assembly Centres
- National Hydrographic Offices
- National Geological Surveys
- Research Performing Organisations
- The private sector and Blue Economy
- National agencies/bodies

EDITO is the core infrastructure platform (backbone) of the European Digital Twin Ocean.

Flagship EU initiative.

EDITO European Digital Twin Ocean

EU MISSIONS
RESEARCH OCEAN
VLIZ
EUROPEAN COMMISSION

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EMODnet as one of the pillars of EDITO

- **EMODnet**
 - Data platform
 - Access, visualisation and download (not GIS tool)
 - For use in desktop GIS applications for analyses
 - Not GIS analysis tool
- **EDITO**
 - Underpinned by *EMODnet* and *Copernicus Marine data services*
 - **Explore, Create and Contribute**
 - Tools available, GIS analyses
 - Derive new (MSP) data products
 - Build your own applications!

NESBp Co-funded by the European Union **EMODnet**

Setting the scene

Presentation and technical demo on EMODnet's MSP dataset

Alessandro Piliotto (Cogea BIP-Group, Head EMODnet Human Activities)

www.NESBpproject.eu

Context

- **Directive 2014/89/EU:** Obligation to develop MSP plans which are coherent and coordinated across the marine regions
- **Requirements:** Harmonization of various data (domains, geographical areas, spatial and temporal scales, quality and completeness of description, availability, and re-use potential)
- **Problem:** 22 MSs, each with their own data model, languages, data... everything's different)
- **Need:** Visualise and compare across MSs, uses and activities
- **Solution:** Harmonise all MSPs into a single model

Origin of the EU MSP data layer

- **The beginning (October 2019):** Creation of Technical Expert Group, +40 data experts. After 4 workshops and a year later a technical solution for harmonising the data of maritime spatial plans was created, a common MSP layer for Europe.
- **Basis:** 2 ready solutions (HELCOM Basemaps & MSP INSPIRE data model)

Goals for an EU MSP data layer

- **Simplicity:** Usability without giving up relevant information.
- **Harmonisation:** A nomenclature compatible with the MSP and INSPIRE Directives
- **Integrity:** The original MSP of each MS and the harmonised MSP are visualized at the platform
- **Compatibility:** Capability to interlink with other MSP models
- **Versatility:** To visualise and compare across MSs, uses and activities

The output

EMODnet Map Viewer

MSP Zoning Areas

State of play

- Belgium
- Denmark
- Estonia
- Finland
- Germany
- Italy
- Latvia
- Lithuania
- Netherlands
- Poland
- Spain
- Sweden

9 MSs, which have adopted a plan,
are still missing

WHY?



Next steps

1. Complete the EU-wide MSP Picture

- Integrate the remaining MSPs
- Support countries still developing their plans and respond to new contributions
- Establish a **stable update cycle** for MSP datasets as Member States revise or renew their plans
- Achieve a **fully coherent European MSP overview** to enable cross-border understanding and collaboration



Next steps

2. Increase thematic precision

- Improve the granularity and consistency of use categories.
- Enable sector-specific, highly detailed analyses for planning, conflict detection and blue economy development.
- Support evidence-based decisions with richer, more accurate thematic information.



Next steps

3. Evolve visualisation & user experience

- Enhance the **visual representation** of MSPs in the EMODnet viewer
- Develop **new map styles, overlays and analytical views** to support interpretation and scenario comparison
- Make MSPs more intuitive for **planners, researchers and decision-makers**



Do you use EMODnet for your work related to MSP?



Did you know the EMODnet MSP dataset existed, and have you used it in your work related to MSP?

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In which phase of the MSP process did you use EMODnet data/products (any data, in general)?



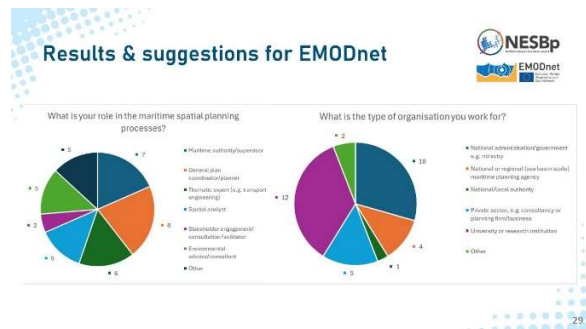
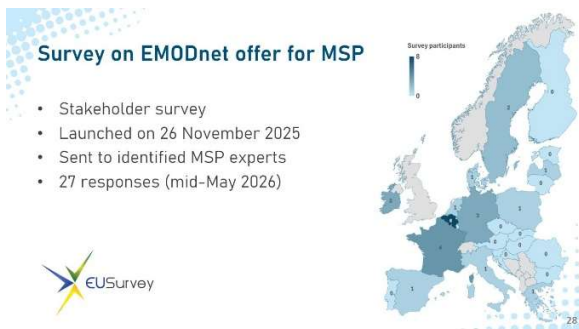
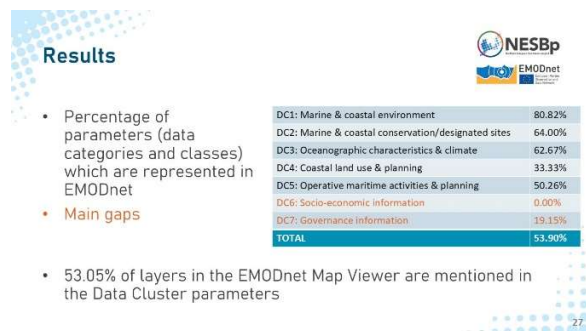
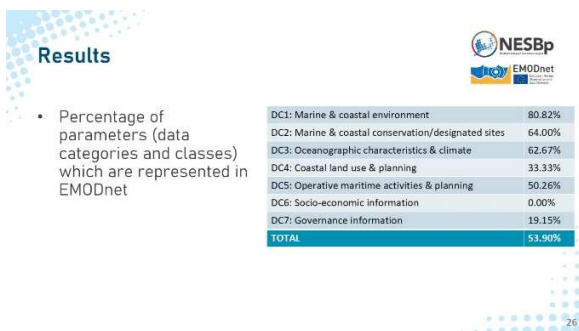
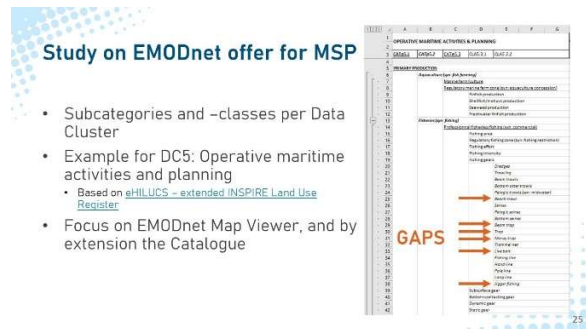
How do you access and retrieve EMODnet data/products?

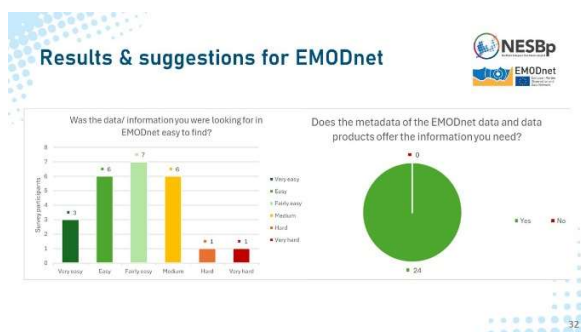
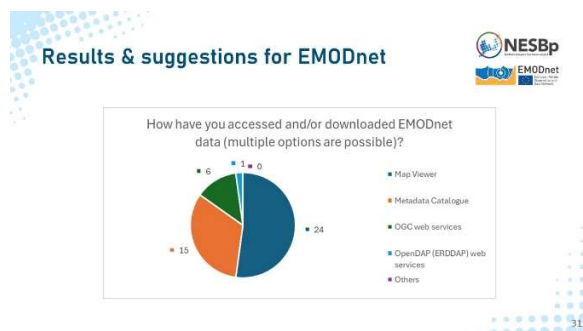
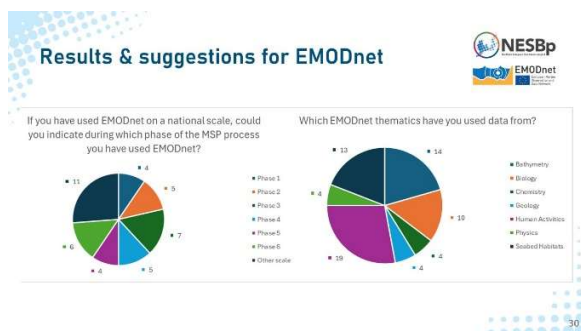
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- ### Results & suggestions for EMODnet
- Data gaps identified by survey respondents:
 - More detailed data on a finer scale (regional, national, local), and more regularly updated
 - Biodiversity data (mobile species such as birds & mammals)
 - Mixed responses to whether EMODnet should include socio-economic data
 - Suggestion to link to other data portals providing data that is unavailable on EMODnet
 - Suggestion for metadata to provide more info on data provenance
 - How were the data compiled? Data sources? Researchers/citizen science?
 - Suggestion for more user-friendly tutorials on data access
 - E.g., how to access data through a Web Feature Service (WFS)

Open-floor discussions

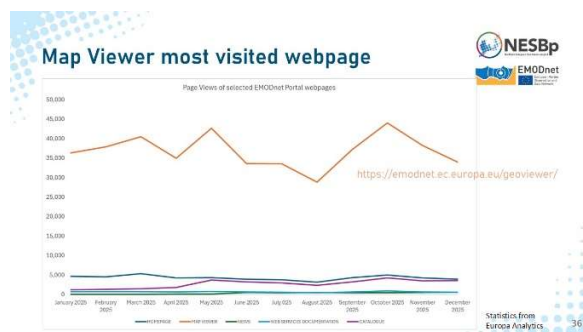
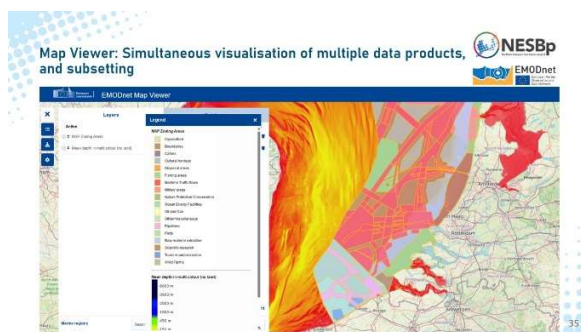
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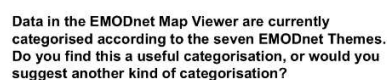
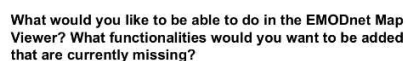
Open-floor discussion

TOPIC 1: Optimising the EMODnet Map Viewer for MSP and external portals/databases

Led by Nathalie Tonné (Seascope Belgium, EMODnet Secretariat)

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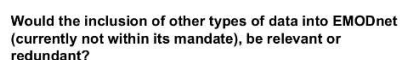


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Q from survey: “do you believe that the data offer on EMODnet sufficiently covers your needs, or would the inclusion of such or other data help you in your work on MSP?”



- *EMODnet could make a link to these data portals, but no need to duplicate the work*
- *It could be helpful to be guided from EMODnet to these other portals (e.g. for information on socio-economics please visit Eurostat)*
- *There would be no added value to include it in EMODnet*
- *Any integration of information (e.g. coastal tourism) into one database space/portal is desirable*



External platforms and databases

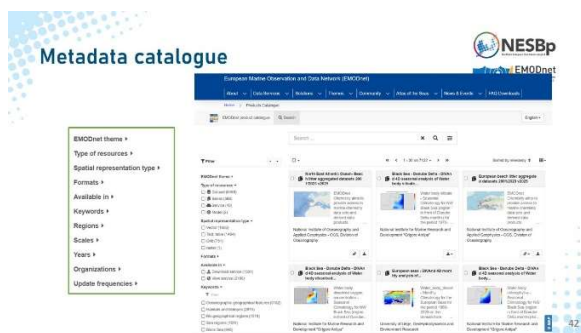
EMODnet data layers into other portals (e.g. EMODnet MSP dataset via web services)




NESBp
 Network for Earth System Biodiversity


 Co-funded by
 the European Union


EMODnet
 European Marine Observation and Data Network



Is there a need from the MSP community for EMODnet to label/tag certain datasets as relevant for 'spatial planning' (or similar) to increase discoverability?

Do not edit this slide design



Do you have other suggestions to increase the discoverability of MSP-relevant datasets on EMODnet, for your use?

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Do you use MSFD data as inputs to your national MSPs?



What prevents you from using (more) MSFD data when developing MSPs?

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What will be the biggest challenge to alignment of the MSPD and MSFD?



How could EMODnet help?

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Slido round 2 – Strengthened sea-basin approach

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How could EMODnet's current service offer support the strengthened sea-basin approach to MSP proposed in the Ocean Act/MSPD revision?



What changes or additions to EMODnet's service offer would support a strengthened sea-basin approach to MSP?

Slido round 3 – EMODnet and the revised MSPD

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Do you agree that there should be an obligation for Member States to publish their MSPs in a geospatial format?

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Would you like to see EMODnet designated with an official role to host geospatial formal MSPs under the revised MSPD?

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Do you have other suggestions for the role of EMODnet in the revised MSPD?

Do not edit this to match the design



Do you have suggestions for the evolution of EMODnet to support the revised MSPD and Member States?

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Wrap-up

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Thank you for your participation!
Is there anything else you want to share?

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**Interested to contribute?
Take our survey!**

https://ec.europa.eu/eusurvey/runner/NESBp_WPS_Survey_EMODnet-and-Geospatialterms

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THANK YOU!

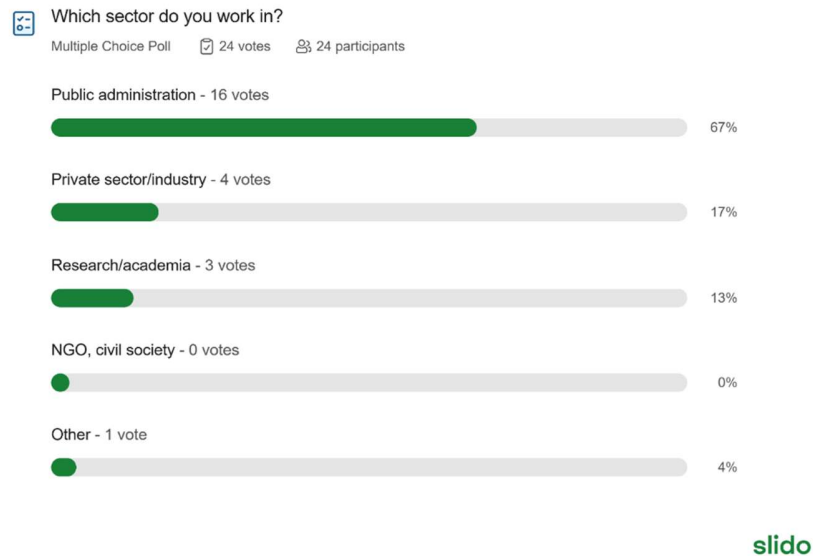
Sesacape Belgium/EMODnet Secretariat team:
Nathalie Tonné, Merel De Cock,
Conor Delaney, Jan-Bart Calewaert, Joseph Nolan, Debbie Tsang

Logos of partner organizations: NESBp, European Union, EMODnet, and various regional and national bodies.

Co-funded by the European Union. Views and opinions expressed are those of the author(s) only and do not necessarily reflect those of the European Union or the European Commission.

1.2.4 Tools used to support the workshop outcomes

Open-floor discussions with the audience were facilitated by a number of interactive Slido polls. Below you can a screenshot of each of the questions and the corresponding results.



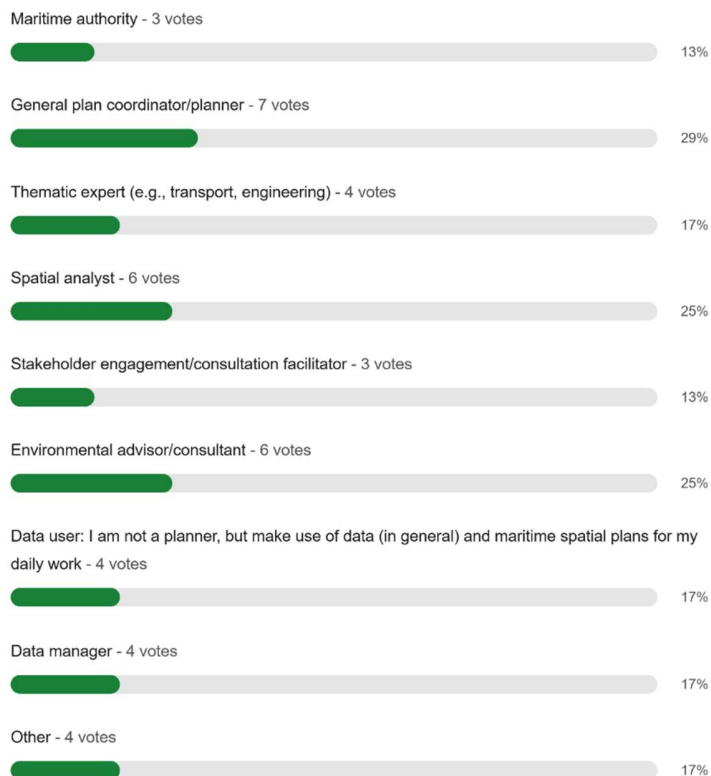


What is your role in MSP?

Multiple Choice Poll

24 votes

24 participants

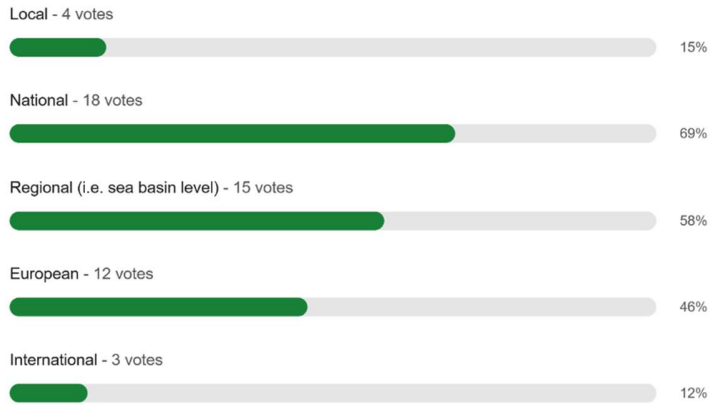


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What scale do you work on?

Multiple Choice Poll 26 votes 26 participants

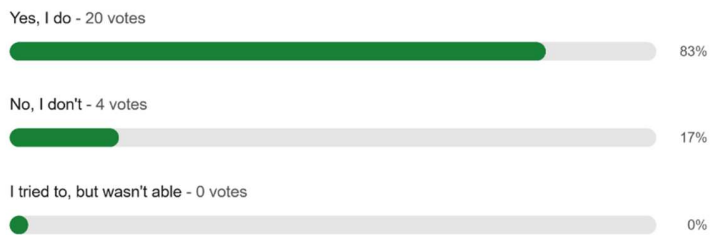


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Do you use EMODnet for your work related to MSP?

Multiple Choice Poll 24 votes 24 participants



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Did you know the EMODnet MSP dataset existed, and have you used it in your work related to MSP?

Multiple Choice Poll 19 votes 19 participants



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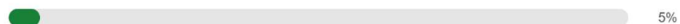
In which phase of the MSP process did you use EMODnet data/products (any data, in general)?

Multiple Choice Poll 19 votes 19 participants

Yes, Phase 1: Setting the scene (i.e. creation of MSP working group, establishing the necessary context for the entire planning process, etc.) - 3 votes



Yes, Phase 2: Designing the planning process (i.e. organising the MSP framework, defining goals, establishing the planning area and timeframe, and creating a detailed work plan, etc.) - 1 vote



Yes, Phase 3: Conducting assessments of existing and future conditions of environmental and socio-economic parameters for planning - 7 votes



Yes, Phase 4: Developing the MSP (i.e. spatial allocation of uses/zones, development of spatial and temporal management actions of the different uses, etc.) - 3 votes



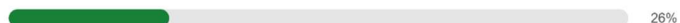
Yes, Phase 5: Enabling implementation of the MSP (i.e. establishing implementation plan, and regulation and mechanisms for the implementation; regular dialogue with relevant sectors; compliance with and enforcement of the MSP; etc.) - 1 vote



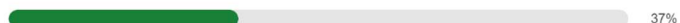
Yes, Phase 6: Monitoring, evaluation, and adaptation of the process and plan (i.e. track progress towards plan objectives, assessing effectiveness of MSP plan, etc.) - 1 vote



No, I have not made use of EMODnet data for MSP planning processes - 5 votes



Not applicable, as I'm not involved in planning processes - 7 votes



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How do you access and retrieve EMODnet data/products?

Multiple Choice Poll

17 votes

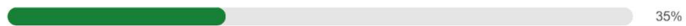
17 participants

Map Viewer - 15 votes



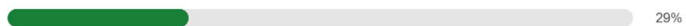
88%

Metadata Catalogue - 6 votes



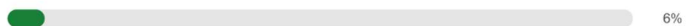
35%

Web services OGC - 5 votes



29%

ERDDAP - 1 vote



6%

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What would you like to be able to do in the EMODnet Map Viewer? What functionalities would you want to be added that are currently missing?

Open text poll 15 responses 13 participants

- Anonymous
Higher granularity of vessel types in vessel density maps
- Anonymous
Multi-layer information
- Anonymous
ecosystem-based layers or views
- Anonymous
From the map viewer, have an access to the WFS or WMS stream link for exact layer we are seeing, not having to search it through page of all the layers for the layer group (e.g access route density for a specific vessel type we are currently looking at, not having to go to the page of all route density layers and search the one we want in it).
- Anonymous
Simple aggregated statistics by area
- Anonymous
Spatial implications of the data subject - does a polygon exclude other activities or can it collocate with proper management?
- Anonymous
Add plans that are in another phase than just the adopted plans. When using neighbouring countries plans, it's easy to miss out important updates in a plan on consultation/proposed plan.
- Anonymous
What possible plans could look like (scenario's) so you can see if you change certain activities what the effect might be on other activities
- Anonymous
Sc.paper that used data set/product
- Anonymous
select/deselect multiple maritime uses and functions at the same time
- Anonymous
A slider for layers with a temporal aspect
- Anonymous
For conservation measures, pictures of habitats / species being protected / managed.
- Anonymous
Combine filters
- Anonymous
Fiddle with symbology
- Anonymous
Edit symbology

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🗨 Data in the EMODnet Map Viewer are currently categorised according to the seven EMODnet Themes. Do you find this a useful categorisation, or would you suggest another kind of categorisation?

Open text poll 4 responses 4 participants

👤 Anonymous
Would it not be useful to have data tagged for a variety of categories so e.g. if you're interested in MSFD then you can see data organised by descriptors, if it's MSPD you can view by sectors and requirements set out there?

👤 Anonymous
It's fine as it is, for now

👤 Anonymous
I think it is useful to remain to align with the framework

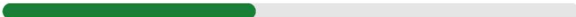
👤 Anonymous
Useful 😊

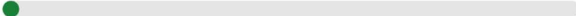
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🗳 Would the inclusion of other types of data into EMODnet (currently not within its mandate), be relevant or redundant?

Multiple Choice Poll 18 votes 18 participants

I would like to see other (e.g. socio-economic) data in the Map Viewer - 10 votes
 56%

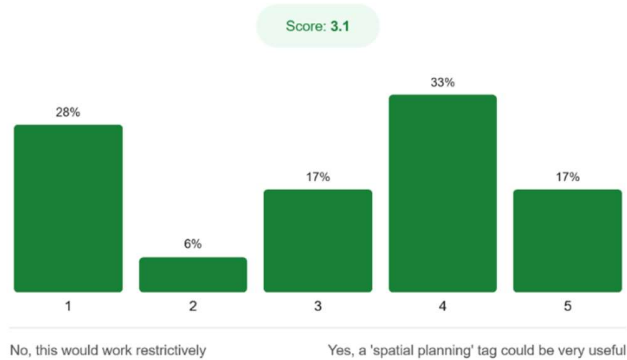
It is sufficient if EMODnet would guide us to these other sources (e.g. by providing the link from the Portal or Map Viewer) - 8 votes
 44%

No need for inclusion of - or reference to - other data platforms - 0 votes
 0%

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☆ Is there a need from the MSP community for EMODnet to label/tag certain datasets as relevant for 'spatial planning' (or similar) to increase discoverability?

Rating Poll 18 votes 18 participants



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Do you have other suggestions to increase the discoverability of MSP-relevant datasets on EMODnet, for your use?

Open text poll 7 responses 7 participants

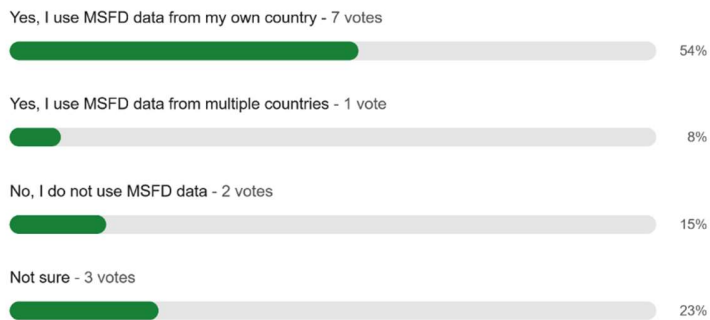
- Anonymous
Maybe to suggest specific datasets in the MSP development guidelines (eg. loc-unesco)
- Anonymous
Data/product is part of MSP data Framework
- Anonymous
Geographical polygon search of available data sets.. you can then choose what might be relevant.
- Anonymous
Show what different countries use for their MSP could draw inspiration to discover new relevant datasets for your MSP
- Anonymous
Maybe highlight the layers that are more often displayed by the users already, to be able to begin with the more popular layers.
- Anonymous
Input/output, observed/modelled data tags
- Anonymous
Maybe a page listing relevant datasets available on Emodnet, sorted per MSP data category?

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Do you use MSFD data as inputs to your national MSPs?

Multiple Choice Poll 13 votes 13 participants

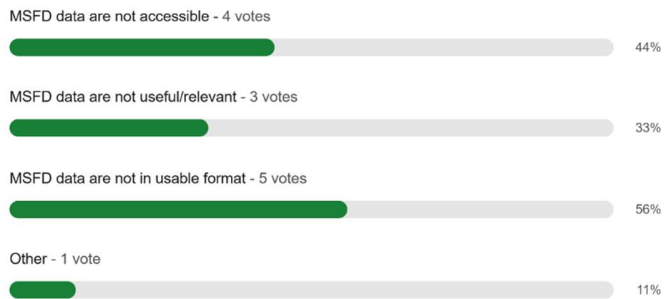


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What prevents you from using (more) MSFD data when developing MSPs?

Multiple Choice Poll 9 votes 9 participants



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How could EMODnet's current service offer support the strengthened sea-basin approach to MSP proposed in the Ocean Act/MSPD revision?

Wordcloud Poll 14 responses 9 participants



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What changes or additions to EMODnet's service offer would support a strengthened sea-basin approach to MSP?

Wordcloud Poll 2 responses 2 participants

DDAS

Sea basin data statistics

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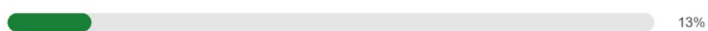
Do you agree that there should be an obligation for Member States to publish their MSPs in a geospatial format?

Multiple Choice Poll 16 votes 16 participants

Yes - 14 votes



No - 2 votes



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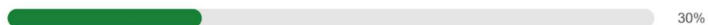
Would you like to see EMODnet designated with an official role to host geospatial formal MSPs under the revised MSPD?

Multiple Choice Poll 10 votes 10 participants

Yes - 7 votes



No - 3 votes



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Do you have other suggestions for the role of EMODnet in the revised MSPD?

Wordcloud Poll 12 responses 9 participants

Be brave for seabasin integration

Support TEG-like group

harmonization

Explicitly support regional collaboration

Pan European harmonisation

Act as Sea basin level portal

Technical advisory

Support Cumulative Impact Assessments

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1.2.5 Workshop pictures

Below are some pictures from the MS15 workshop (morning session) on “Fitness-for-use of EMODnet for MSP”, captured by Anais Dyckmans from Seascope Belgium.





1.3 Summary & next steps (A)

A workshop report (D5.3, due M30 i.e. April 2027) will be produced, presenting recommendations for strengthening EMODnet data services for MSP based on stakeholder (both data users and providers) feedback collected through the survey and workshop and giving high-level recommendations on the positioning of EMODnet in the MSP Directive review and impact assessment of the Ocean Act.

Key outcomes of the workshop include:

- Due to the MSP Directive being open to interpretation regarding how Member States (MSs) should share their national maritime spatial plan, national plans are often non-interoperable for a number of reasons. EMODnet Human Activities has therefore created a common European MSP data model, harmonising the MS plans for which data are accessible into a format that allows comparability and interoperability across MSs. However, data harmonisation necessarily involves assumptions and simplifications, which inevitably entails some loss of nuances from the original national plans.
- Proposed next steps for EMODnet Human Activities could include:
 - Integrate the remaining national maritime spatial plans, thereby achieving a fully coherent European MSP overview to enable cross-border understanding and collaboration;
 - Enhance the visual representation of MSP data in the EMODnet Map Viewer (e.g., overlapping polygons), which is an ongoing task by EMODnet Human Activities.
- Maritime spatial plans must reflect national priorities and stakeholder interests. Governments will therefore mostly prefer using their own data over harmonised EMODnet data and products. They often also have access to higher quality data that are not shared with EMODnet.
- Data access is still a major obstacle, particularly data on fisheries and offshore energy infrastructure. EMODnet's future utility depends partly on better upstream data flows and governance arrangements, not only on portal development.
- EMODnet will continue to play a major role as the European *in situ* marine data service, adding value on a pan-European scale by harmonising marine data from MSs. This will be most useful when adopting a sea-basin approach for MSP.

- Participants proposed several suggestions to increase the discoverability of MSP-related data in the EMODnet Map Viewer and the Product Catalogue, as well as on transparency of data quality, geographic coverage and legal validity, and general user-friendliness of the Portal, which will be considered by the EMODnet Technical Working Group.
- EMODnet could take up an official role to host MSPs in geospatial format under the revised MSP Directive but could also help by continuing the pan-European harmonisation of MSP data and acting as a strong voice for marine data users in policy discussions.

2 Workshop B: “Maritime safety integration into MSP”

Place	European Maritime Spatial Planning Week #2 – Brussels (Belgium)
Slot	Tuesday 2 June 2026 – afternoon session
Organisers	Shom

2.1 Introduction & aim (B)

The pressure surrounding the use of maritime space and its allocation and distribution among various uses has never been greater, and at the same time, more uncertain – even chaotic – depending on regional contexts (“spatial squeeze”, climate change, hybrid warfare, geopolitical frictions, etc.). This situation therefore poses risks and threats to European maritime sovereignty and impacts the spatial planning of its sea-basins.

In this context, the new European maritime regulatory framework currently taking shape raises questions about the MSP’s ability to serve as a geostrategic instrument that, more than ever, integrates maritime safety and security even perhaps Defense⁴. For example, how can we simultaneously reconcile energy decarbonization (a goal of the EU Green Deal), the protection of related infrastructure (e.g. OWE grid), and the competitiveness of European ports through maritime traffic routes that incorporate emerging practices (e.g. sailing cargo ships)?

This workshop aimed to reflect from a geoinformation perspective, on the integration of maritime safety (and security) aspects. This will be made within the framework of sharing maritime space between activities with fixed vs. dynamic spatiotemporal footprints in the cross-border context of a “spatial squeeze” situation at a sea basin level.

It triggers several general questions:

- What data can shed light on the growing issue of “spatial squeeze” that underlies the zoning of national MSP initiatives for a sea basin perspective?
- How can we use this data, map it, and link the issue of “spatial squeeze” to the protection of marine critical infrastructures, which are proliferating at sea?

⁴ Ocean Act (2027) to achieve the [Ocean Pact’s](#) targets (2025) through the MSPD revision (2026).

- For what purposes, and how might this translate into MSP initiatives and plans/zoning schemes to develop a common framework for understanding these challenges at a sea basin level (going beyond national issues)?

These issues fall in part within the contemporary fields of “maritime safety” and “maritime security”.

A theoretical case study will be developed to provide practical guidance on establishing a methodology for studying these issues at basin scale. It will be based on a recent academic paper: *Offshore Wind farm and spatial squeeze: a plausible future layout for the North Sea in for 2050*⁵.

2.2 Materials & logistics (B)

2.2.1 Logistics

In addition to the information shared with Workshop A (venue and organization of the EU MSP platform), a total of 56 participants were selected from the 128 received registrations, which then received a confirmation email by Shom to. Some cancelled their participation by reply to said email before the start of the workshop. Ultimately, 52 participants were expected, and at least 49 people eventually attended the workshop, including several ad-hoc, non-registered participants.

2.2.2 Presentation designed to frame the workshop



Agenda		
14:00	1) General introduction	Plenary → DG MARE opening words Shom presentation
14:20	2) WS collaborative work → Survey presentation	Plenary → Shom explanation
14:30	3) Methodological approach to tackle “spatial squeeze” impacts	Working groups → NESBp's support
15:30	COFFEE BREAK (take a deep breath)	
15:45	4) Restitution/synthesis	Working groups → Representatives of the working groups
16:30	5) “Safety”/“security” links in MSP at sea basin level	Plenary → Shom's animation
17:00	6) Key messages	Plenary → Shom's summary
17:15	CLOSING (free to go!)	

⁵ <https://www.mdpi.com/1996-1073/19/5/1339>

[illegible]

Component	Responsible Entity
WP1: Management & coordination	Ministry of Economic Affairs / Netherlands Enterprise Agency (Netherlands)
WP2: Ocean governance	VASAB Secretariat Ministry Infrastructure and Water Management (Netherlands)
WP3: Energy transition and biodiversity in MSP	Federal Maritime and Hydrographic Agency (Germany) WELCOM
WP4: Multi-use in practice	Blue Cluster (Belgium)
WP5: Knowledge transfer & sharing	French Hydrographic and Oceanographic Service (France)
WP6: Communication & dissemination	VASAB Secretariat

NESBP
Netherlands Enterprise Agency

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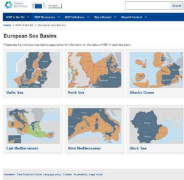
1 "MarSafe" into MSP: WS aim



- ❖ Progress collectively in our understanding of maritime safety integration in MSP
 - ✓ What is the purpose of maritime safety in MSP context?
 - ✓ The link between? And with security issues?
 - ✓ Why and how address it?

- ❖ To take a European approach to this Issue
 - ✓ Share knowledge and experience from different sea-basins
 - ✓ Address shared responses that can serve potentially as a starting point, in staying focus and pragmatic





1 A new EU maritime policy framework: "safety" & "security" in the same boat?



2025

EU Ocean Pact

6. Maritime security and defence as an underlying condition

the growing complexity of threats including attacks on maritime infrastructure, cyber threats, sea piracy, the UN-identified mine, and the darker, fast, and changing continental shelf, the renewed and renewed diversification, as well as the military and civil dimensions. The battle line is specifically where the darker part presents acute risks to the environment with all kinds, including, military and maritime domain, conventional type and maritime law enforcement.

1974

International Convention for the Safety of Life at Sea (SOLAS)

(X1-1)

Special measures to enhance maritime security

Threats

(X1-2)

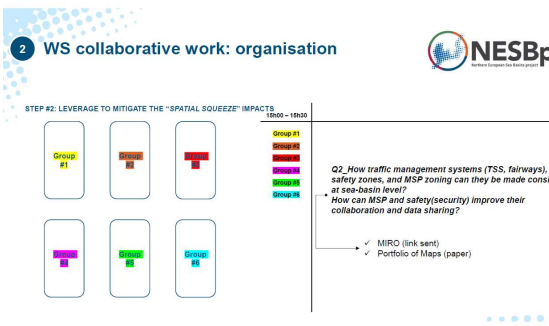
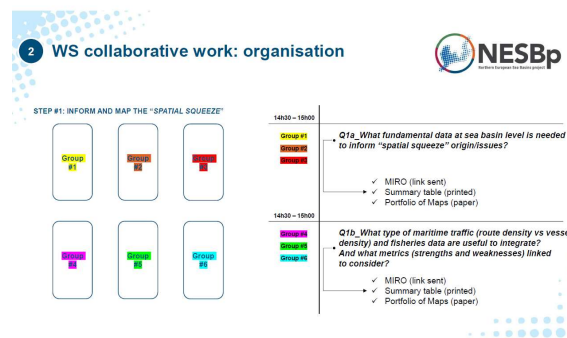
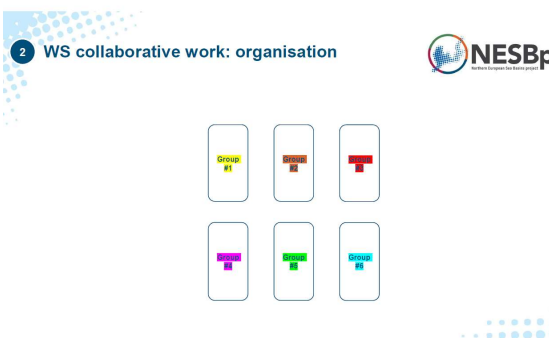
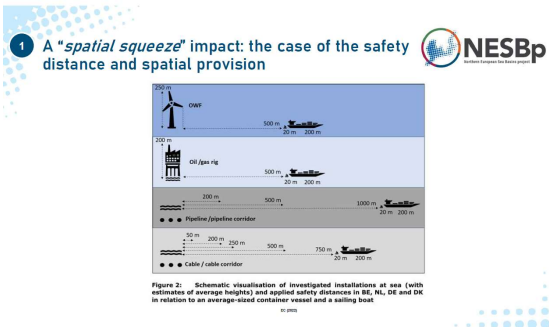
Special measures to enhance maritime safety

EUOP

Risks

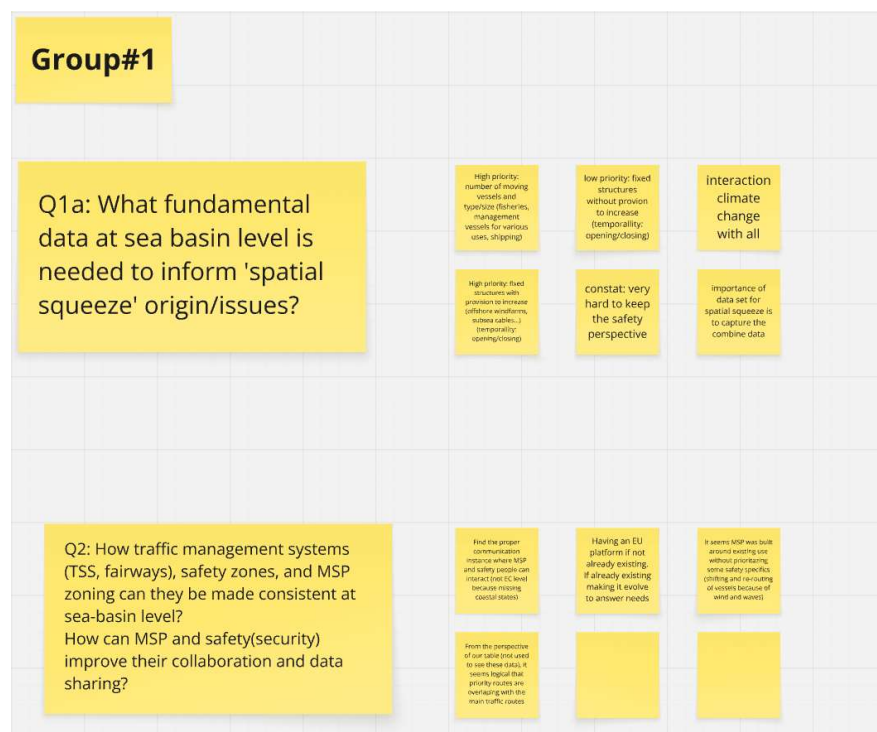
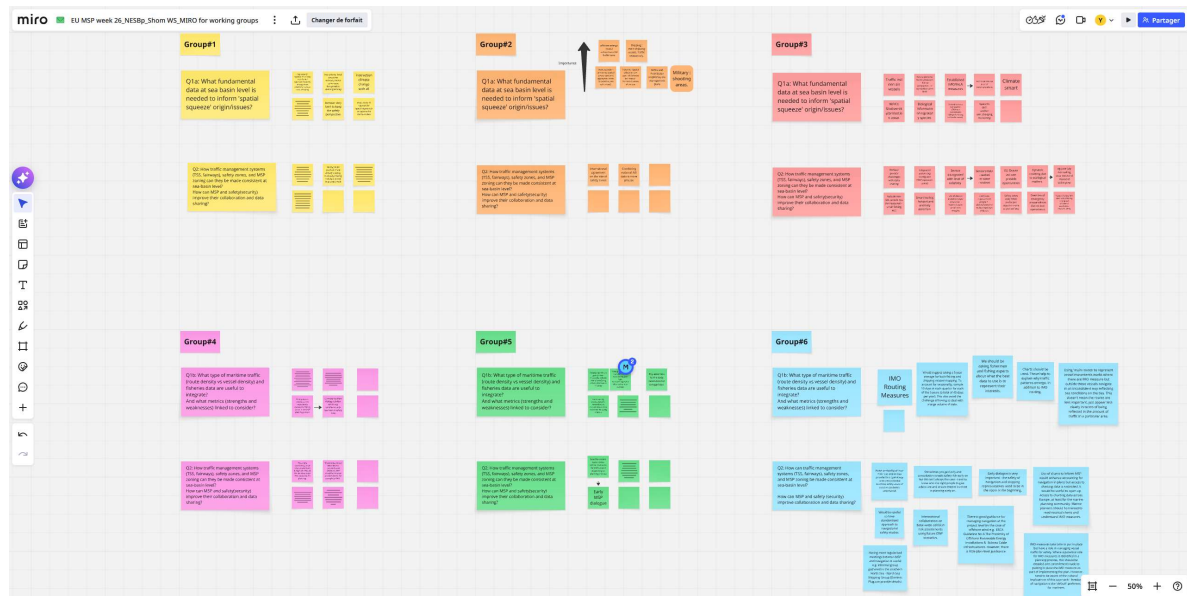
1 A new EU maritime policy framework: "safety" & "security" in the same boat?

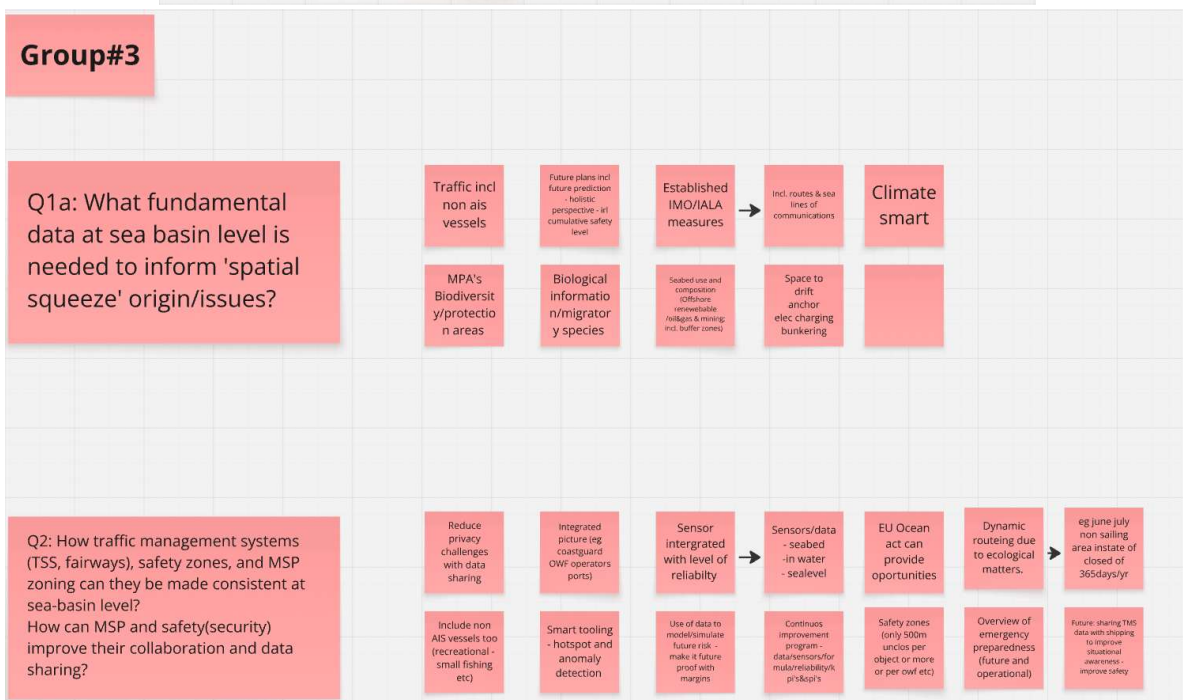
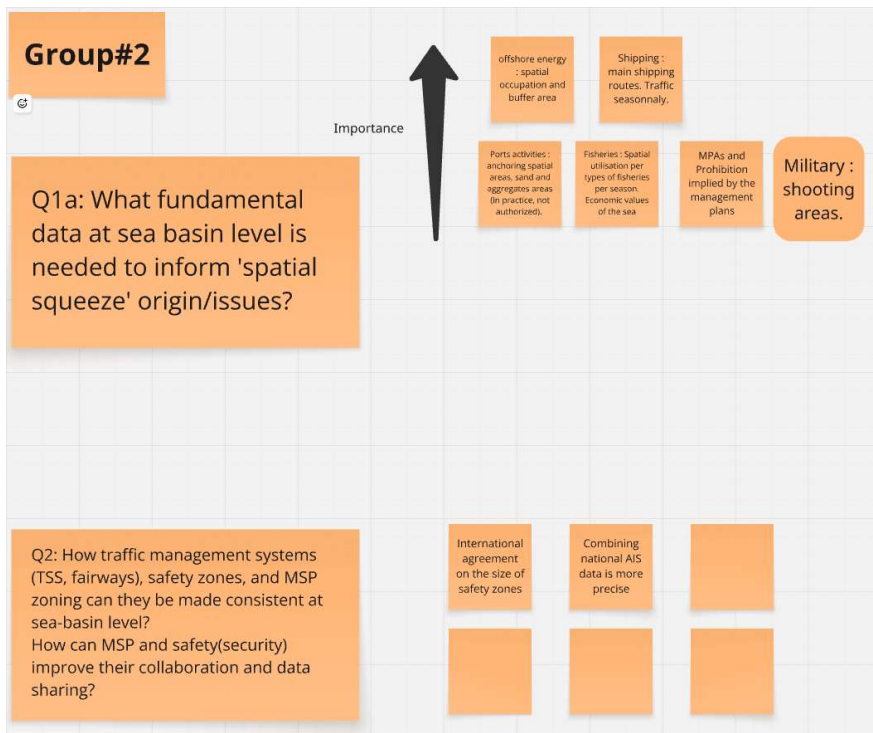
The diagram illustrates the timeline of the EU maritime policy framework development. It features three main boxes representing legislative acts, connected by arrows indicating a sequential process. Above the boxes are the years 2025, 2026, and 2027, each with a downward arrow pointing to its respective box. The first box, labeled 'EU Ocean Pact', is dated 2025 and includes the text '#5_Enhancing maritime security and defence' and 'Security & safety interplay'. A dashed arrow points from this box to the second box, 'MSPD in revision', dated 2026. Below this box is the text 'MSPD 2014/89/EU_Article 6' and '201... take into account environmental, economic and social aspects, as well as safety aspects;'. A dashed arrow points from the second box to the third box, 'EU Ocean Act', dated 2027. A solid arrow also points from the 2025 box directly to the 2027 box. The NESBP logo is in the top right corner.



2.2.3 Tools used to support the workshop outcomes

- **MIRO board** to collect participants knowledge per working group according to the questions set out:





Group#4

Q1b: What type of maritime traffic (route density vs vessel density) and fisheries data are useful to integrate?
And what metrics (strengths and weaknesses) linked to consider?

To map spatial pattern
representing fishing pressure
and vessel density
from the same spatial pattern
of vessel density and fishing
pressure are different metrics
which also translate to
different objectives and measures
regarding the data.

To map spatial resource
and MSP. Comparison of
fishing pressure vs. traffic
density. Should guide
planning and decision
making of other activities
in the basin.

To improve co-
existence it is
important to
involve the fishing
sector in the MSP
planning process

Consider to allow
fishing activities
within e.g.
windfarms with
low level of safety
risks

Q2: How traffic management systems (TSS, fairways), safety zones, and MSP zoning can they be made consistent at sea-basin level?
How can MSP and safety(security) improve their collaboration and data sharing?

To achieve
consistency on an
international level,
it might be relevant
for the state apply
IMO standards for
planning.

To promote and set
international
standards and
guidelines. MSP
should be included
in international, for
example by IMO.

TSS and other established
lines of communication
should be included in the
MSP to be easy to comply
with for the shipping
sector.

It is important to
involve stakeholders in
the process of
establishing standards
in order to maximize
acceptance among
them.

Group#5

Q1b: What type of maritime traffic (route density vs vessel density) and fisheries data are useful to integrate?
And what metrics (strengths and weaknesses) linked to consider?

Fishing intensity call
generally / here
=> provide a global
view of the fishing
activity distribution
=> Safety

Fishing intensity should
be normalized
total and by gear
type.
To better represent
effort rather than
average.

Pay attention
to the data
resolution for
comparison

Route density
(vessel/years) +
vessel density
=> both information
important for safety
matters

Need data on existing
fixed infrastructure
(seawalls, oil and
gas, dams, cables and
pipelines, ...)
=> Safety and security

Q2: How traffic management systems (TSS, fairways), safety zones, and MSP zoning can they be made consistent at sea-basin level?
How can MSP and safety(security) improve their collaboration and data sharing?

Need for basin-
scale / cross-
border scenarios
for traffic report
depending on
planning choices

Carefully consider
legal solution to
regulate maritime
traffic intervention
(IMO / national MSP
with cross-border
cooperation)

↓
Early
MSP
dialogue



- **SLIDO survey** to collect participants knowledge per working group according the questions set out:



The slide features a blue background with a white dotted pattern on the right side. At the top left, there is a logo for NESBp (Northern European Sea Basins project) and the European Union flag with the text 'Co-funded by the European Union'. The main title is 'Spatial squeeze and link with security issue' in large blue font. Below it, the subtitle is 'Workshop on maritime safety integration into MSP'. The date '2 June 2026' and location 'NH Bloom Hotel, Brussels' are listed, along with the website 'www.NESBproject.eu'.

6

Do not edit
How to change the design



What is your connection to the topic?

 The Slido app must be installed on every computer you're presenting from

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⁶ The responses collected will be presented and incorporated into report D5.2, which relates to this workshop.

Do not edit
How to change the design



What role does MSP play in integrating safety and security considerations for critical maritime infrastructure?

① The [Slido app](#) must be installed on every computer you're presenting from

slido

Do not edit
How to change the design



Are there specific corridors or areas where spatial squeeze already generates observable security challenges? If so, can you describe the nature of those challenges?

① The [Slido app](#) must be installed on every computer you're presenting from

slido

2.2.4 Workshop pictures

Below are some pictures from the MS15 workshop (afternoon session) on “Maritime safety integration into MSP”, captured by VASAB from NESBp project.



2.3 Summary & next steps (B)

A technical report (D5.2, due M28 i.e. February 2027) will be produced, presenting and evaluation of MSP national plans consistency on maritime safety stakes for sea- basin coordination, based in particular on the workshop outcomes.

Key outcomes of the workshop include:

- **“Spatial squeeze” as a means of developing a digital and pan-European MSP approach at the sea-basin level**
 - The concept of “spatial squeeze” moved beyond the realm of fisheries to become deeply embedded in that of MSP, questioning its roots in the allocation and distribution of space amongst human activities beyond national waters.
- **Distinguish clearly “maritime safety” to “maritime security”**
 - Although addressed together without distinction in Priority 5. Enhancing maritime security and defence of the Ocean Pact, a future MSP framework should be developed that clearly distinguishes between these two areas, as they do not address the same issues. In terms of geographic information and related data, the concept of the “informational iceberg” offers a way to link these two domains (security and safety), but based on specific situations.
- **Examine the consistency of the data and the metrics linked typically used to guide MSP decisions, in order to provide a “fair” assessment of the risk of “spatial squeeze”**
 - Highlight the “recycling process” of data for MSP purposes, and the metrics entanglement to inform the risk of “spatial squeeze” and avoid the “black box” effect.
- **Deeper understand the specific characteristics of shipping and the world of maritime operators, reflected in particular in spatial arrangements and measures**
 - Integrate directly at sea-basin level the IMO spatial arrangements and measures through a publicly available data layer in the relevant Maritime Spatial Data Infrastructures (ex. EMODnet, particular ones at sea-basin levels) in order to have a common map setting out the conditions for navigation.

