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Background

The attached table contains information on Maritime Spatial Planning (MSP) developments reported by Contracting Parties/Member Countries. The information found in the table is based on documents 2-2 and 2-2-Add of HELCOM-VASAB MSP WG 9-2014 and information received during HELCOM-VASAB MSP WG 9-2014 (highlighted in yellow and not necessarily checked by the countries).

Some updates to the table have been received intersessionally from Estonia, Germany and Sweden (included in the table) as a result of the request by the Secretariats on 18 December 2014 on filling in/review and updating of the country fiches.

HELCOM-VASAB MSP WG 9-2014 agreed that information found in the MSP developments table could be merged with the information in the country fiches (cf. document 2-7), if seen relevant, to avoid double updating. Therefore, the Contracting Parties/Member States are kindly invited to note that no further updating of this table will take place after HELCOM-VASAB MSP WG 10-2015.

Action required

The Meeting is invited to

- take note of the information,
- consider merging the information with the information found in the country fiches, if considered relevant.

Maritime Spatial Planning developments reported by Contracting Parties/ Member Countries

Country	Information on MSP developments
Denmark	<ul style="list-style-type: none"> • Marine policy strategy approved by the government in summer 2010. • As a part of the strategy, an inter-ministerial senior-officials group was been established, chaired by the Ministry of the Environment and with representatives from ministries of defence, transport and energy taking part, to look into management of the sea, and thus looking into MSP. The senior-officials group established a sub-group of data experts, chaired by the Danish INSPIRE authority (Agency for Cadastre), who concentrated on the data issues (gaps, data infrastructure etc.). • The senior-officials group has finalised its work, but the final report still needs to be approved. In the report three different ways for how to deal with MSP has been proposed, but no agreement was reached on any of these proposals and it will be up to the future process to discuss and agree on these. Generally it was noted that it was difficult to reach a common ground in the group, and one of the overall conclusions was to await the proposal coming from EU in this area. On the other hand it was noted that the group had served as a platform for inter-ministerial consultations, which would also be useful for the up-coming EU proposal for how to deal with MSP. • Work is ongoing (September 2012) on better coordination on national and international level in order to prepare for MSP. • A business case is being developed on marine spatial data infrastructure to look into the benefits of data availability for MSP. • last week the Ministries which are responsible for issues related to the sea agreed on a strategy on how to deal with MSP in Danish waters. It was decided that Denmark will follow the time line as indicated in the EU MSP Directive by 2021
Estonia	<ul style="list-style-type: none"> • Managing of marine areas is divided between different ministries. • Currently there is no specific regulation for MSP in place. Legal basis for MSP is derived from the legislation of terrestrial planning. • New Planning Act will be in force in July 2015. As a new addition to the planning system, maritime spatial planning is also introduced in the new act. MSP is foreseen as a thematic plan for the National Plan, covering all marine areas under the jurisdiction of EE – territorial waters and EEZ. • Estonian Maritime Policy until 2020 was adopted in August 2012. Maritime Policy has set a target of 2020 for all marine areas in Estonia to be covered by spatial plans. • In October 2012, the government initiated two pilot projects on MSP. The pilot projects cover marine areas bordering Pärnu County and marine areas surrounding Hiiumaa island (and Hiiumaa island for that matter). Planning processes are led by Hiiumaa and Pärnu county

	<p>governors. The two plans will be ready by the end of 2015.</p> <ul style="list-style-type: none"> • For both plans, a working group consisting of ministry representatives, local public authorities, different stakeholders and various experts, has been put together. • For transboundary cooperation, Pärnu County plan has been consulted with Latvia. Latvia has expressed interest to participate in the SEA process of the plan. • Based on the two pilot projects, MSP methodology for other counties carrying out MSP, ministries, local authorities, etc. will be prepared.
European Union	<ul style="list-style-type: none"> • The Commission has issued two Communications on the development of an EU approach to Maritime Spatial Planning. A first Communication was issued in 2008, which developed a roadmap towards a common approach in the EU and identified 10 key principles for MSP. This Communication was followed up by a second Communication in December 2010, summing up the work carried out so far on MSP. This communication also announced that the Commission intended to make an Impact Assessment to determine whether and to what extent further actions are needed on the EU level. • This Impact Assessment, which is developed internally within the Commission, covers both Maritime Spatial Planning and Integrated Coastal Zone Management and has been carried out jointly by DG Environment and DG MARE. The Impact Assessment will form the basis for future legislative action and be published together with a proposal for how to pursue this issue further within EU. It is envisaged that the whole package will be formally adopted by the Commission late 2012 or (more likely) in early 2013, at which time the policy initiative will become publically available. Major input for this impact assessment was received from stakeholders through a web based stakeholder consultation in 2011. While the replies confirmed the increasing use of the maritime space, consequential increasing conflicts, and thus the need of MSP and the usefulness for EU action, there was no clear indication as to whether a binding or non-binding EU instrument would be preferred. • In the Impact Assessment four different options examined are investigated: to do nothing (the baseline approach), the “soft approach” (in the form of supporting actions), adopting a non-binding measure, or adopting a binding measure. Among the key issues in the Impact Assessment are: a general need for the Member States to implement MSP in European waters, to enhance cross-border cooperation which will require a common framework, the importance of subsidiarity meaning that planning is best carried out at the local/regional level. EU action would not preclude action also at regional level, such as in HELCOM and VASAB. • A MSP expert group within EU has been established, as a sub-group to the Integrated Maritime Policy Group. The first meeting was held in December 2011. The group is expected to meet as regularly as possible. The last meeting took place in Copenhagen on 11-12 September 2012 and the next meeting will be held in November 2012.
Finland	<ul style="list-style-type: none"> • The national land-use guidelines have been renewed, including some minor changes concerning archipelago areas. • A Maritime Policy Division has been established under the Prime Minister’s office, dealing also with MSP.

	<ul style="list-style-type: none"> • The Ministry of Environment plans to make a basic study on MSP in Finland. • Financing has been reserved for the regional councils to elaborate plans for wind energy to ensure planning, inter alia for bigger wind energy installations. Among the issues dealt with is the identification of areas for wind energy, to be taken into account in regional plans. • One activity related to MSP is on-going in the fisheries sector, making guidelines on where to place fish farms, e.g. in the Archipelago Sea to minimize environmental effects (few big farms in deeper sea areas instead of many small ones in shallow water). The guidelines are planned to be approved both by the Ministries of Environment and Agriculture and Forestry. • Additionally a four year project on MSP in a changing climate (MARISPLAN) led by SYKE and financed by the Academy of Finland, has been started, to quantify how climate change will affect the marine environment and how it needs to be taken into account in MSP. The project includes ecosystem and socioeconomic analyses of different anthropogenic activities, involving stakeholders from the three case study areas Helsinki City, the Archipelago Sea and the Quark-Bothnian Bay sea areas • Finland takes part in the PlanBothnia Project and MSP cooperation under the Nordic Council of Ministers • National Guidelines have been drafted for the construction of wind farms, on both land and sea. • Under the VELMU programme, dealing with inventories of underwater biodiversity which has been running since 2004 with funding mainly from national budgets, data is collected for modelling of underwater habitats and species distribution. Currently data on human uses of the sea areas is also being collated with the aim to in year 2013 make an assessment of the pressures on the marine environment stemming from these uses. The VELMU project received in 2011, 2012 and in 2013 financing for 1,3 million euros from the national budget. • Funding ((total budget 1,4 milj. €) has been granted for the TOPCONS (<i>Transboundary tool for spatial planning and conservation of the Gulf of Finland, 2012-2014</i>) project together with Russia dealing with data collection and MSP in the Eastern part of the Gulf of Finland. • No initiatives for legislation on MSP are under preparation, but a revision of the Building and Land Use Act will be made concerning other issues, but not MSP. • Ratified regional plans covers almost all territorial waters in Finland . At the moment all in all nine coastal regional plans are being drafted, and three plans are in the Ministry of the Environment for ratification. • A status report on MSP in Finland was finalized last autumn. Currently regional spatial plans are in place in territorial waters but no plans are available in the EEZ.
<p>Germany</p>	<ul style="list-style-type: none"> • MSP legislation and Maritime Spatial Plans are in place in the coastal sea and in the EEZ. The responsibility for MSP in the sea area is divided between the Federal government (regarding EEZ) and the coastal Länder Mecklenburg-Vorpommern and Schleswig-Holstein (regarding territorial sea). On federal level as well as on Länder level MSP is task of the authorities responsible for spatial planning.

- A legal ordinance for MSP in the EEZ in the Baltic Sea came into force in December 2009. The Federal Ministry of Transport, Building and Urban Development (since December 2013: The Federal Ministry of Transport and Digital Infrastructure, BMVI) has elaborated legally binding targets and guiding principles for the application of the ordinance, within the framework of UNCLOS. Before, the Federal Spatial Planning Act has been made applicable to EEZ in 2004. In 2005 the Federal Maritime and Hydrographic Agency (BSH) started the preparation of the accompanying environmental report, in 2008 BSH drafted the Maritime Spatial Plan and carried out a SEA, including public participation and consultation.
- The Federal Government has published in 2011 an overall development concept for the sea, which constitutes the strategy for an integrated German maritime policy (“Entwicklungsplan Meer – Strategie für eine integrierte deutsche Meerespolitik”).
- Mecklenburg-Vorpommern has published a legally binding Spatial Development Plan in 2005 – covering the whole land territory and the territorial sea. The main issues covered in the MSP are “nature protection and management”, “tourism”, “wind energy”, “raw materials” and “cables and pipelines”. Now Mecklenburg-Vorpommern intends to deepen and complement this Spatial Development Plan. At this, the topics “fishing”, “port development”, “building on the water” and “shipping routes” should be addressed.
- Schleswig Holstein has published a legally binding spatial plan in 2010 – covering the whole land territory and the territorial sea. The main issues covered in the MSP are nature conservation and wind energy.
- The INTERREG-project BaltSeaPlan (Introducing maritime spatial planning in the Baltic Sea, lead-partner is BSH) run from 2009 to 2012. This project has produced inter alia an analysis of national maritime strategies, draft plans in a national as well as transboundary context (Pomeranian Bight and Middle Bank) and the Vision for MSP in the Baltic Sea 2030 (see more: www.baltseaplan.eu).
- An evaluation of the EEZ plan has been made in 2012 focusing on offshore energy, assessing whether the expectations have been met as outlined in the national Energy Strategy in 2010 (roadmap for 25.000 MW offshore wind energy by 2030).
- An offshore grid plan for the EEZ of the Baltic Sea has been elaborated by BSH in 2013 (to be regularly revised and updated), identifying the electricity connections needed for the offshore wind farms, and the possibilities of having joint converter platforms for several wind farms (clusters), and the cables to be bundled in corridors towards land, including also a strategic forward looking approach.
- In 2011 the Federal Agency for Nature Conservation (BfN) started a project with the aim to develop, in close coordination with the Federal Environment Ministry, management plans for the Natura 2000 sites in the German EEZ under the EU BIRDS and HABITATS Directives. The management plans will include monitoring and surveillance. The work is done on the basis of existing data and in close cooperation with other research projects in the German EEZ, e.g. projects on monitoring and on the implementation of the MSFD.
- In 2013 the Federal Environment Agency (UBA) started a project with the aim to advance environmental approaches for a further development of maritime spatial planning in the German EEZ. One part of the project is to specify the ecosystem approach for an application in the context of MSP. The project will finish early 2015. The contractors are the Institute of Ecological Urban and Regional Development (Dresden) and the Institute for Baltic Sea Research (Rostock). In 2014 UBA together with BfN also initiated an advisory assistance project on Maritime Spatial Planning: “Environmentally sound concepts for spatial use in the Baltic Sea coastal area of the

	<p>Russian Federation in the ”, with representatives from several relevant authorities and organisations in Germany and Russia involved. Phase I included an information exchange on the Russian draft Law and an agreement on a project design for a pilot project (phase II).</p> <ul style="list-style-type: none"> • A project has been initiated in 2014 by the Federal Agency for Nature Conservation with the aim to improve appropriate guidance, information and scientific measurement bases and solutions that can be implemented to support nature conservation issues according to the development of MSP at the international level (EU, HELCOM, OSPAR).
Latvia	<ul style="list-style-type: none"> • Ministry of Environment and the Ministry of Regional Development and Local Government have been merged into one Ministry of Environmental Protection and Regional Development • A concept for a development of spatial planning system was approved by the Government in 2009 • The long-term Sustainable Development Strategy (Latvia-2030) and its Spatial Development Perspective, also foreseeing MSP has been elaborated and adopted by the Parliament in 2010 • A Strategy for Spatial Development of the Coastal Area has been approved on 20 April 2011 by the Government. This strategic document in its Action Plan also foresees MSP. To transpose the EU MSFD into national law, a Law on Marine Environmental Protection and Management was adopted in October 2010, also foreseeing the use of MSP. • Latvia has been involved in a range of projects on MSP, e.g. BaltSeaPlan, a bilateral project GORWIND with Estonia and at this moment - PartiSEApate. • A new Spatial Planning law was adopted in October 2011. The law foresees a single maritime spatial plan for the whole Latvian jurisdiction sea waters (i.e. internal sea waters, territorial sea and EEZ). A long-term MSP should be initiated prior to 2014 and be adopted by the Government. • A report on competencies of the institutions in MSP was adopted in the Government on 10 April 2012. The report brings clarity to the institutional framework for how to deal with MSP. It gives mandate to Latvian Institute of Aquatic Ecology to prepare MSP in cooperation with Latvian Maritime Administration that will provide graphical information for MSP. The report also suggests enlarging planning responsibility for local governments behind their administrative borders in the territorial sea. • A joint MSP expert group has been established between Latvia, Lithuania and Estonia and first meeting with participants from all three Baltic States was organized in December 2011 in Riga where MSP issues were widely discussed by the ministries representatives. It is expected to continue keeping close cooperation between the Baltic States regarding spatial planning issues, including MSP. • Regulations of Cabinet of Ministers No 740 ‘Development, Implementation and Monitoring of Maritime Spatial Plan’ has been approved on 30 October 2012. Regulations define procedures of development, implementation and monitoring of MSP. • the MSP process started in January 2014 in accordance with Spatial planning law, by now Terms of Reference are adopted by an officially established Working Group and now ministry is in its final state of procurement process preparations

Lithuania	<ul style="list-style-type: none"> •
Poland	<ul style="list-style-type: none"> • The Maritime Administration is the responsible authority • Adopted in July 2011 amendments of the Act on Sea Areas of Poland incorporated facilitated procedures for location of wind farms at sea. In effect many applications for permissions to locate wind farms in the Polish EEZ have been submitted. • Poland has developed pilot MSPs for the western part of the Gulf of Gdansk (the first ever local plan, in quite accurate scale, for the sea) and, within the Interreg project BaltSeaPlan, further pilot plans for the offshore areas; Middle Bank (together with Sweden) and Pomeranian Bay (together with Germany and Denmark). • A first strategic environmental assessment of the pilot MSP for the Western part of the Gulf of Gdansk has been developed. • A conference has taken place in Poland in February 2011, discussing the territorial cohesion agenda within EU. The outcome of the conference was provided as an input to a meeting of EU ministers in May 2011. • The Maritime Institute has been commissioned to prepare indicators for how to measure Good Environmental Status under the EU MSFD. • As a part of the Polish EU Presidency a conference "Planning for biodiversity" took place on 7-9 November 2011, where one of the three parallel sessions was dedicated to MSP and also included a presentation of the joint HELCOM-VASAB MSP WG. • In January 2012 the National Spatial Development Concept 2030 was adopted by the Government. For the first time in Poland the sea is included in this type of document. Important statements concerning marine space management and ICZM are contained in the document. • In August 2013 the Regulation on maritime spatial plans in Polish sea areas has been adopted. It defines inter alia the required scope of MSPs in their textual and graphic content, thereby removing the one missing piece of legislation needed to start actual planning. • On 15th November 2013 the Directors of Maritime Offices in Gdynia, Slupsk and Szczecin officially announced the start of a planning process with the objective of developing a draft maritime spatial plan for the whole Polish sea area except the Vistula Lagoon, Szczecin Lagoon and port waters.
Russia	<ul style="list-style-type: none"> • While land use planning is much regulated under the Federal Town-Planning Code, the marine areas have not yet been widely regulated, and MSP is just about to start up. • In December 2010 the "Strategy of the Russian Federation marine activity development till the year of 2030" was adopted by the Russian Federation Government's Act. It foresees use and development of MSP approaches as one of the perspective areas of marine activity development. • The issue of MSP is under the responsibility of the Federal Government.

	<ul style="list-style-type: none"> • In 2012 the scientific work on the elaboration of the legal basis for MSP was completed, which provided the foundation for pilot projects on MSP. The work was organized by the Ministry of Economics supported by the Ministry of Regional Development. • The results of this works could be applied by the development of a pilot maritime plan for the Gulf of Finland. Project is expected to start in 2014-2015, and will be carried out by three neighbouring countries - Finland, Russia and Estonia. • In 2013 a pilot project "Development of methodology of maritime spatial planning and integrated plan (integrated) management of marine wildlife management in the Barents Sea, based on international experience and best practices of transboundary resources" was made. This project was a part of Programme "World Ocean", it was organized by the Ministry of Economic Development and the Ministry of Natural Resources and Environment of Russian Federation. • The law "On the offshore maritime spatial planning in the Russian Federation" is drafting with the Ministry of Regional Development of Russian Federation now.
Sweden	<ul style="list-style-type: none"> • In 2010 a Government Commission on Marine Spatial Planning delivered a report (In-depth planning MSP in Sweden; Special studies SOU 2010:91),) with proposals on a new system for marine spatial planning. This report was followed by a complementary report (Knowledge in depth – knowledge for MSP; Special studies SOU 2011:56) in 2011 with proposals on measures and guidelines for an improved system to provide a knowledge base /data and information for the introduction of MSP. The proposed planning system should be ecosystem-based with the objective to contribute to sustainable development. Three plan areas are proposed; the Gulf of Bothnia, Baltic Sea proper and the Western waters (Skagerrak and the Kattegat). The plans would cover the area seawards of one nautical mile from the baseline including the exclusive economic zone. • The Government in May 2011 appointed a committee for a review of the Swedish maritime boundaries. The committee is also to propose a contiguous zone for Sweden. The committee is to report on its results by 28 February 2015. • In 2014 (as in 2012 and 2013) the Government assigned the Swedish Agency for Marine and Water Management (SwAM) to develop necessary competence in MSP and to collect information that may constitute planning evidence for MSP from the County Administrative Boards (CABs), national agencies and other bodies. As part of the assignment, SwAM shall also develop cooperation with authorities in neighboring countries responsible for MSP or marine management. The CABs have a similar assignment to assist SwAM with regional evidence and coordinate the municipality planning work. A preliminary version of an evidence and assessment report was published in March 2014 and a broad dialogue process was undertaken. The final report will be published in early 2015. The English version of the preliminary report is available on https://www.havochvatten.se/en/swam/our-organization/publications • A guidance document for the coming MSP-process is under preparation. The document which is being prepared by the Swedish Agency for Marine and Water Management will include proposals on, <i>inter alia</i>, planning objectives and strategies • Swedish partners take part in PartiSEApate (2012-2014) which is a EU-funded regional project on governance in maritime spatial planning in the Baltic Sea Region

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| | <ul style="list-style-type: none">• Swedish partners, together with Finnish partners, take part in SeaGis (2011-2014), which is an EU-funded project on a support tool (GIS) for ecosystem based planning of the marine environment.• New MSP legislation is now in place and enters into force 1 September 2014. The objective is to contribute to sustainable development. The Government is currently preparing an ordinance. |
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