BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Maritime Spatial Planning in the German EEZ - ecosystem approach

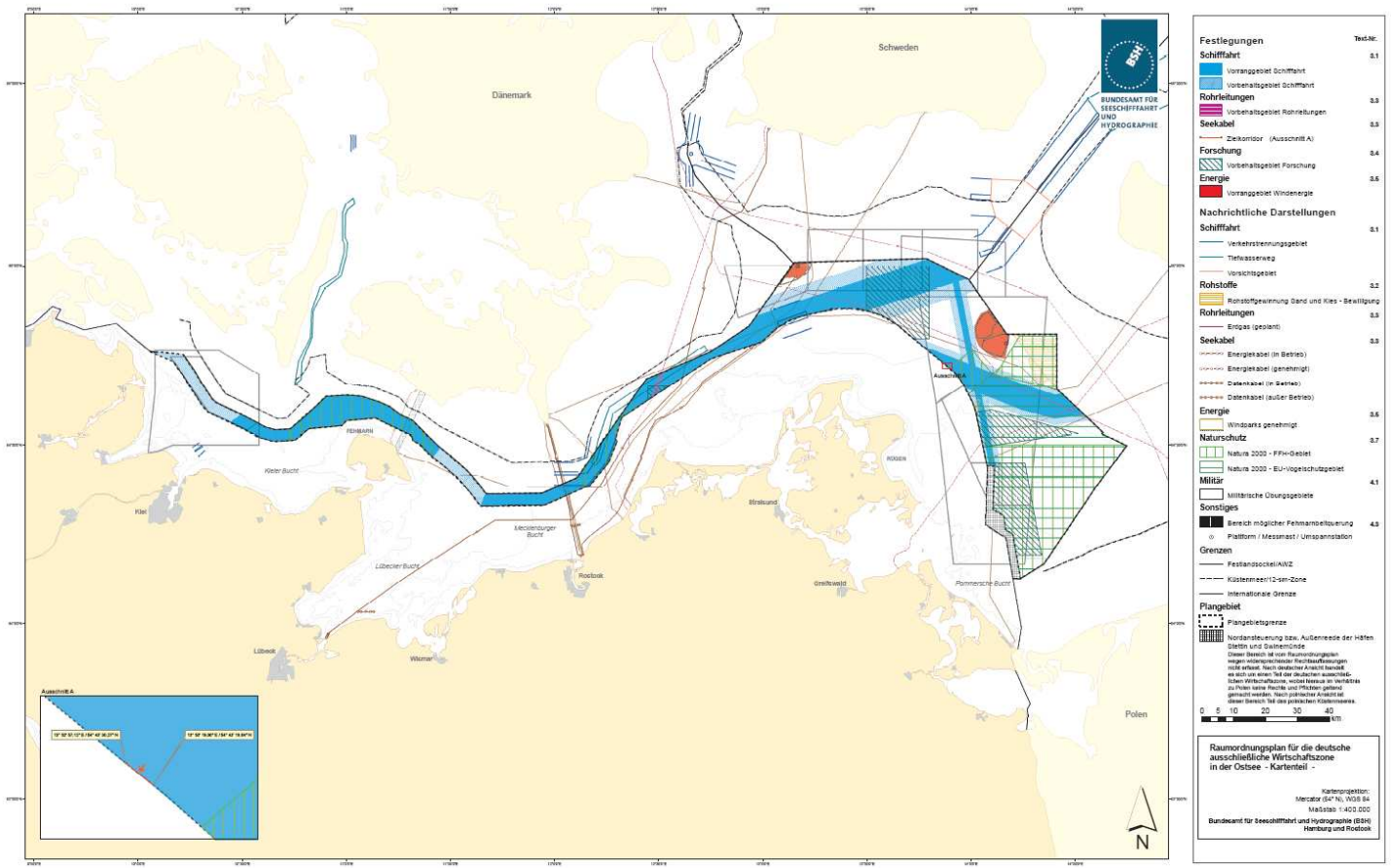
Nico Nolte, BSH

Riga, 20./21.01.2011

Maritime Spatial Plan for German EEZ

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Raumordnungsplan für die deutsche ausschließliche Wirtschaftszone in der Ostsee - Kartenteil -



- Priority areas for shipping (blue)
- Priority areas for wind energy (red)
- no turbines in Natura 2000 areas
- gates for electricity cables
- spatial plan set into legal force on 19th December 2009

Starting points:

- „Guiding principle is a sustainable spatial development, which brings the social and economic demands regarding space in line with its ecological functions and leads to a permanent, large scale balanced order.” § 1 sec. 2 ROG
- Strategic Environmental Assessment report according SEA-Directive as the basis for developing the plan (english summary of the report on webpage)

Overview

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

- SEA-report (content and result)
- Guidelines for spatial development in the EEZ
- Regulations on marine environment (ch. 3.7)
- Source-related regulations
- Protection of Natura 2000
- Monitoring

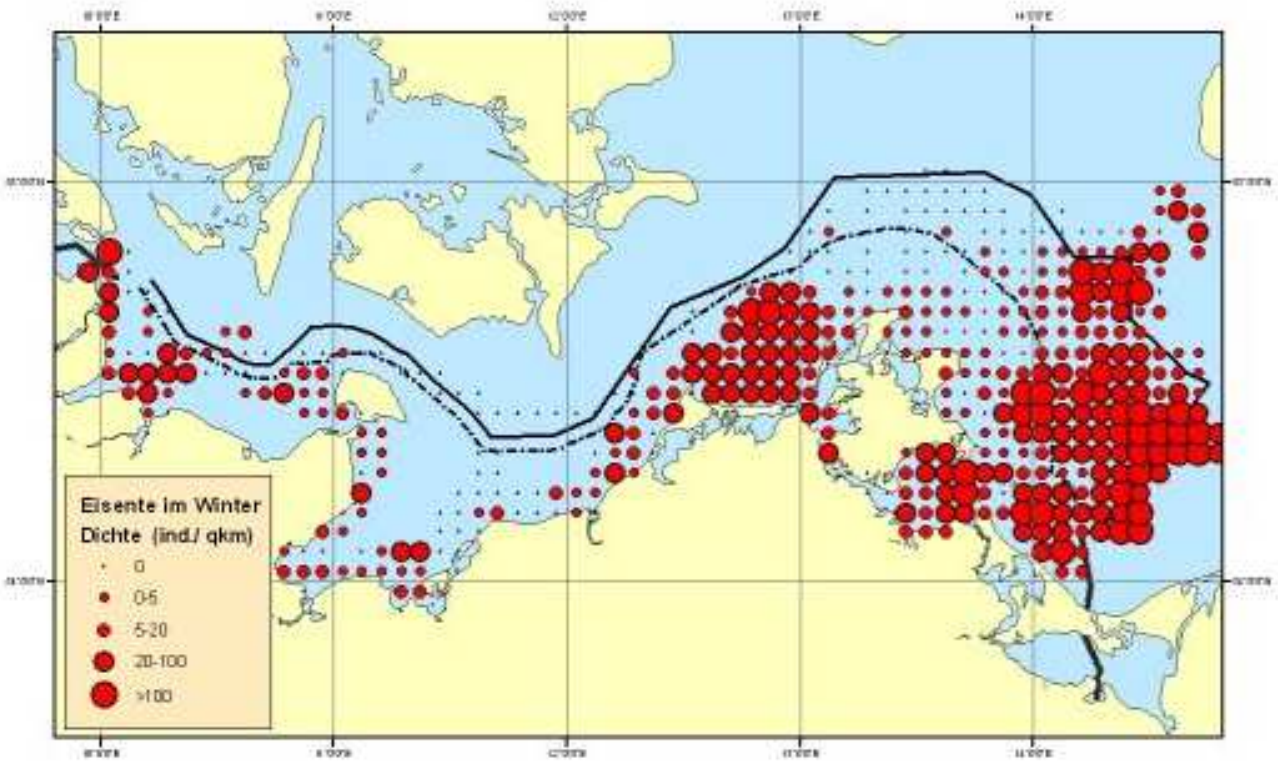
SEA-report

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

SEA report: “....with a view to promoting sustainable development by ensuring that an environmental assessment is carried out of certain plans which are likely to have significant effects on the environment.” SEA-Dir.

- report focuses on the description and evaluation of any substantial impacts on the marine environment that are likely to be caused by the implementation of the plan
- basis is the existing description and assessment of the marine environment
- measures are described aiming at preventing or reducing such substantial impacts as best possible incl. monitoring
- compatibility assessment regarding Natura2000 areas

Distribution of long-tailed duck (clangula hyemalis) in the winter



Air surveys 2002-2007

Source: BSH and Research/Technology Center Westcoast, University of Kiel

SEA-report

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

The plan is the outcome of this environmental assessment

- environmental concerns and knowledge have been taken into account in the designations of the draft plan, e.g. findings concerning importance of areas for conservation interest have been used in the decision on offshore wind areas
- while drafting the plan, spatial designations were checked for environmental impacts and adapted accordingly
- expected substantial negative effects of certain uses led to general and source-related regulations in the plan aimed at avoiding and reducing such effects
- result of the assessment: implementation of the plan will have no negative impact on marine environment
- with regard to Natura 2000 areas: only designations have been made which will have no substantial impact

Guidelines

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

•Guidelines for spatial development in the EEZ

- Securing natural resources by avoiding disruptions to and pollution of the marine environment (ch. 2.5, extract)

To secure natural resources as a responsibility toward future generations, we must strive to preserve, protect and promote natural functions, systems and processes. Disruptions to and pollution of the ecosystem sea and the related natural functions, systems and processes must be avoided; biological diversity must be promoted and preserved.

- precautionary principle is of special importance because of knowledge gaps

Regulations

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

- Regulations on marine environment (ch. 3.7) (extract)

- The EEZ should be permanently safeguarded and developed further as an ecosystem with its typical features, interrelationships and interactions in order to preserve its biological diversity. Negative impacts on the ecosystem should be avoided and minimised in accordance with the precautionary principle and ecosystem-based management.

- The seascape should be safeguarded in its natural character and its typical vast open spaces should be preserved.

- The open spaces should be kept free of uses - in particular free of structures that would also be possible on land in a comparable way.

Source-related regulations

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Source-related regulations

• every use should be as compatible with nature as possible and designed in accordance with current state-of-the-art technology

• example, here: pipelines and submarine cables (3.3.1):

- when routeing, consideration should be given to protected areas

- sensitive habitats should not be crossed during periods of high vulnerability of particular species

- negative impacts of the laying, operation, maintenance and dismantling on the marine environment shall be avoided to the extent possible. Best environmental practice and state-of-the-art technology shall be taken into account

- any damage to sandbanks, reefs, and delimitable areas with occurrences of benthic communities of conservation concern, which constitute particularly sensitive habitats, shall be avoided.

Protection of Natura 2000 areas

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Protection of Natura 2000 areas

- Natura 2000 areas (SPA, SCI) are protected under nature conservation law and therefore important for spatial planning considerations; included in the plan for information; management plans for the Habitat areas will be developed by nature conservation agency
- result of SEA: designation of areas for pipelines and submarine cables as well as wind energy are not impacting the protection and preservation goals of the Habitat areas and bird sanctuaries.
- Specific regulation: offshore wind turbines are not allowed in Natura 2000 areas (ca. 50 % EEZ in the Baltic Sea).

Monitoring

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

- Monitoring the significant impacts of the implementation of the plan

- will use existing national and international monitoring programmes in the Baltic Sea.

- the Spatial Plan determines that the impacts on the environment have to be analysed within the framework of a project-related monitoring (e.g. windenergy projects)

- the plan-related monitoring will merge and evaluate these results

- monitoring will also refer to the unforeseen significant effects of the implementation of the plan on the marine environment as well as the examination of the predictions and assumptions of the environmental report.

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Thank you !