Identification of maritime spatial planning best practices in the Baltic Sea Region and other EU maritime regions

PLAN BOTHNIA
Baltic Sea Region Stakeholder Meeting

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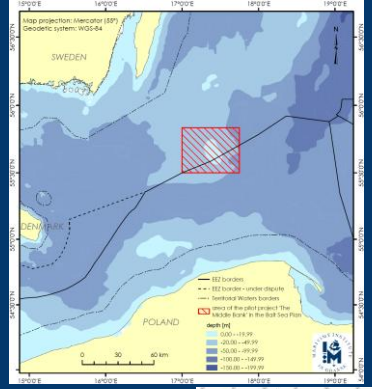
Two parts:

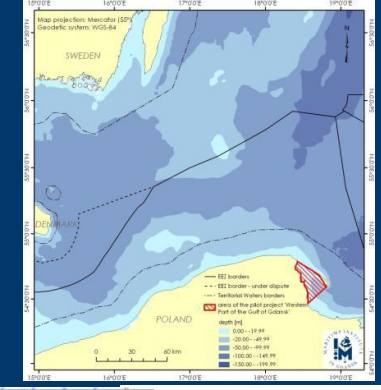
- Listing the existing and on-going Maritime Spatial Planning projects within Baltic Sea and beyond (if possible) and assess them according to the HELCOM-VASAB MSP Principles, search for good practices
- analysis of the most important BSR good practices for cross-border co-operation in MSP

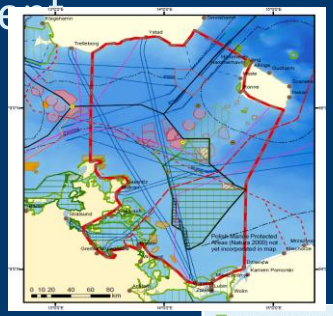
Assessment of plans according to the HELCOM-VASAB MSP Principles

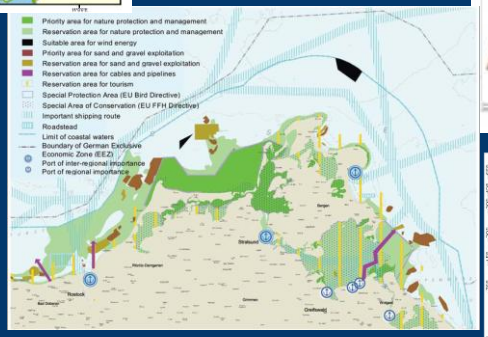
Plans/projects/cases examined:

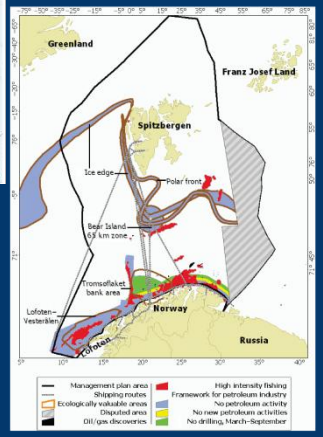
A. Pilot MSP for the Southern Middle Bank
B. Pilot MSP for Western part of the Gulf of Gdańsk
C. Pilot maritime spatial plan for the Western coast of Latvia and the adjacent waters
D. Spatial plan for the German EEZ of the Baltic Sea
E. Spatial Development programme of Mecklenburg-Vorpommern
F. Pilot Project Pomeranian Bight / Arkona Basin
G. Pilot MSPs for the Western coast of Hiiumaa and Saaremaa and Pärnu Bay
H. Regional plan of the Kymenlaakso region
I. Integrated Management Plan of the Marine Environment of the Barents Sea and the Sea Areas off the Lofoten Islands
J. Maritime Spatial Planning in the Netherlands
K. The UK Marine Policy Statement











Operationalization of Principles

1.Sustainable management

1.1.Balance between economic, environmental, social and other interests

1.2.Integration of sectoral planning

2. Ecosystem approach

2.1. Attention paid to the good status of the Baltic Sea ecosystem according to MFSD

2.2. Protection of the marine environment.

3. Long term perspective and objectives

3.1. Based on a long term vision and other long term strategies

3.2. Long term planning horizon and forward looking approach

4. Precautionary Principle

4.1. Existence of SEA

4.2. Existence of precautionary measures

5. Participation and Transparency (focus on transparent partcipation)

6. High quality data and information basis (focus on attention paid to data quality)

7. Transnational coordination and consultation

7.1. Attention paid to international legislation

7.2. Efforts for cross-border co-ordination

8. Coherent terrestrial and maritime spatial planning

9. Planning adapted to characteristics and special conditions at different areas

10. Continuous planning

10.1 Right to plan

10.2. Existence of monitoring and evaluation schemes

Findings

1. **Strong compliance** with 4.2. i.e. existence of precautionary measures (some measures related to political or social precaution)

2. **Low compliance** with;

- 10.2. no attention to evaluation, measurement etc (except German plans for which SEA requested such evaluations)
- 1.1 (sustainable goals)- many plans neglected social dimension (but what is the social dimension in EEZ) some others had very general goals,
- 8 (land-sea cohesive planning) but many plans covered only EEZ
- 7.2. cross-border coordination (very formal), insuffcient attention to protection of cultural heritage

Conclusions and ways out

1. For better implementation of the principle no. 2 more work is necessary in order to develop qualitative descriptors for determining the good environmental status and translating them into the MSP activities and decisions.
2. Baltic debate on MSP governance including the SEA methodology would also facilitate implementation of the precautionary principle in the cross-border context.
3. Tools and procedures for impacts assessment should be developed.
4. Work on joint BSR legend of the MSP maps should be continued.
5. Joint communication frame for presentation of plans and their debating (pictograms) should be enhanced and accepted
6. Tentative BSR wide agreement on the main targets to be achieved under different policies would facilitate implementation of principle no.1

Conclusions and ways out

7. Need for periodical assessment of the MSP legislation base in the BSR countries with regard to compliance with the VASAB-HELCOM principles..

8. Need to **support for introduction of the UNESCO convention on protection of the maritime heritage into the BSR.**

9. Need to develop good practices in following fields

(a)cross-border stakeholder involvement,

(b) monitoring and maritime plan evaluation,

(c) sea-land planning integration,

(d) inclusion of social dimension into the MSP,

(e) enhancement of the cross-border co-operation in the sea space management and reducing negative cross-border impacts and risks,

(f) application of precautionary provisions in different planning circumstances,

(g) assessment of impact of planning provisions on long term phenomena such as the climate change, eutrophication, biodiversity, food web etc/ or alternatively on the ecosystem services.

Good practices

Good practices, selection criteria:

- Filling in weaknesses described above
- Enabling VASAB-HELCOM principles to function in a cross-border context
- Usefulness in a cross-border context
- *In line with findings of the Bernhard's analysis*

Name of principle and related good practice	Location	Source
Principle 1.Sustainable management		
1.1 Balance between economic, environmental, social and other interests		
KNOW HOW ON MARITIME SPATIAL PLANNING IN NATURA 2000 AREAS	Gulf of Gdańsk	Maritime Institute in Gdansk
METHODOLOGY FOR SOCIO-ECONOMIC IMPACT ASSESSMENT OF DIFFERENT SEA USES.	Western coast of Latvia	BaltSeaPlan in particular BEF Latvia
1.2.Integration of sectoral planning		
TEMPLATE ON INTEGRATION OF SECTORAL PLANNING INTO MSP	Pomeranian Bight / Arkona Basin, Middle Bank, Western coast of Latvia, Hiiumaa and Saaremaa and Pärnu Bay	BaltSeaPlan

Name of principle and related good practice	Location	Source
Principle 2. Ecosystem approach		
2.1. Good status of the Baltic Sea ecosystem		
TEMPLATE FOR ECOSYSTEM BASED MANAGEMENT OF SEA AREAS	*Barents Sea and the Sea Areas of the Lofoten Islands*	*The Royal Norwegian Ministry of the Environment*
2.2. Protection of the marine environment.		
NOISE FREE ZONES	Gulf of Gdańsk	Maritime Institute in Gdansk
JOINT ADDRESSING OF IMPORTANT ENVIRONMENTAL PHENOMENAS	German EEZ	Maritime and Hydrographic Agency (BSH)

Name of principle and related good practice	Location	Source
Principle 3. Long term perspective and objectives		
3.1 Long term vision and other long term strategies		
RELATING MARITIME SPATIAL PLANS TO THE OVERALL SPATIAL DEVELOPMENT VISIONS AND STRATEGIES.	Gulf of Gdańsk	Maritime Institute in Gdansk
JOINT BALTIC WIDE VISION FOR SPATIAL DEVELOPMENT OF MARITIME AREAS	Pomeranian Bight / Arkona Basin, Middle Bank, Western coast of Latvia, Hiiumaa and Saaremaa and Pärnu Bay	BaltSeaPlan
3.2 Planning horizon and forward looking approach		
PLANNING PROVISIONS ON RE-USE OF THE SEA SPACE	German EEZ, Southern Middle Bank	Maritime and Hydrographic Agency (BSH), BaltSeaPlan in particular Maritime Institute in Gdansk

Name of principle and related good practice	Location	Source
Principle 4. Precautionary Principle		
4.1 SEA		
METHODOLOGY FOR SEA FOR MARITIME PLANS	German EEZ, Gulf of Gdańsk	Maritime and Hydrographic Agency (BSH), BaltSeaPlan in particular Maritime Institute in Gdansk
4.2.Precautionary measures		
PLANNING UNDER HIGH LEVEL OF UNCERTAINTY WITH REGARD TO ECOLOGICAL VALUE OF THE PLANNED AREA	Southern Middle Bank	BaltSeaPlan in particular Maritime Institute in Gdansk

Name of principle and related good practice	Location	Source
Principle 5. Participation and Transparency		
METHODOLOGY FOR STAKEHOLDER INVOLVEMENT IN THE ENTIRE PLANNING PROCESS	Western coast of Latvia	BaltSeaPlan in particular BEF Latvia
TEMPLATE AND KNOW-HOW ON CROSS-BORDER STAKEHOLDER INVOLVEMENT	Pomeranian Bight / Arkona Basin	BaltSeaPlan in particular WWF Germany
VISUALISATION OF PLANNING PROVISIONS IN ORDER TO ENHANCE STAKEHOLDER DIALOGUE	Hiiumaa and Saaremaa and Pärnu Bay	BaltSeaPlan in particular University of Tartu (Estonian Marine Institute)

Name of principle and related good practice	Location	Source
Principle 6. High quality data and information basis		
IDENTIFICATION AND CLASSIFICATION OF INFORMATION GAPS	Southern Middle Bank	BaltSeaPlan in particular Maritime Institute in Gdansk
USING MODELLING TECHNIQUES FOR MARITIME SPATIAL PLANNING	Southern Middle Bank	BaltSeaPlan in particular Danish National Environmental Research Institute (NERI)
INNOVATIVE USE OF MARXAN FOR ALLOCATION OF WIND MILL PARKS	Pomeranian Bight / Arkona Basin	BaltSeaPlan in particular Aarhus University
IMPROVING INTERNATIONAL COMPATIBILITY OF MARINE DATA IN THE BSR.	Pomeranian Bight / Arkona Basin, Southern Middle Bank, Western coast of Latvia, Hiiumaa and Saaremaa and Pärnu Bay	BaltSeaPlan
IDENTIFICATION AND CLASSIFICATION OF INFORMATION GAPS WITH REGARD TO SEA	German EEZ of the Baltic Sea	Maritime and Hydrographic Agency (BSH),
COMPREHENSIVE RESEARCH PROGRAMME IN SUPPORT OF MSP	Finland	Finnish Environment Ministry

Name of principle and related good practice	Location	Source
Principle 7. Transnational coordination and consultation		
7.1. International legislation		
COMPREHENSIVE LIST OF INTERNATIONAL LEGISLATION RELEVANT FOR MSP IN THE EEZ.	Southern Middle Bank, German EEZ of the Baltic Sea	Maritime and Hydrographic Agency (BSH), BaltSeaPlan in particular Maritime Institute in Gdansk
7.2. Cross-border coordination		
DELIMITATION OF ‘TRANSBORDER AREA” ALONG MARITIME BORDER WITH REQUIREMENT OF TRANSBORDER CONSULTATIONS.	Southern Middle Bank	BaltSeaPlan in particular Maritime Institute in Gdansk
TEMPLATE FOR FOUR-LATERAL PLANNING	Pomeranian Bight / Arkona Basin	BaltSeaPlan

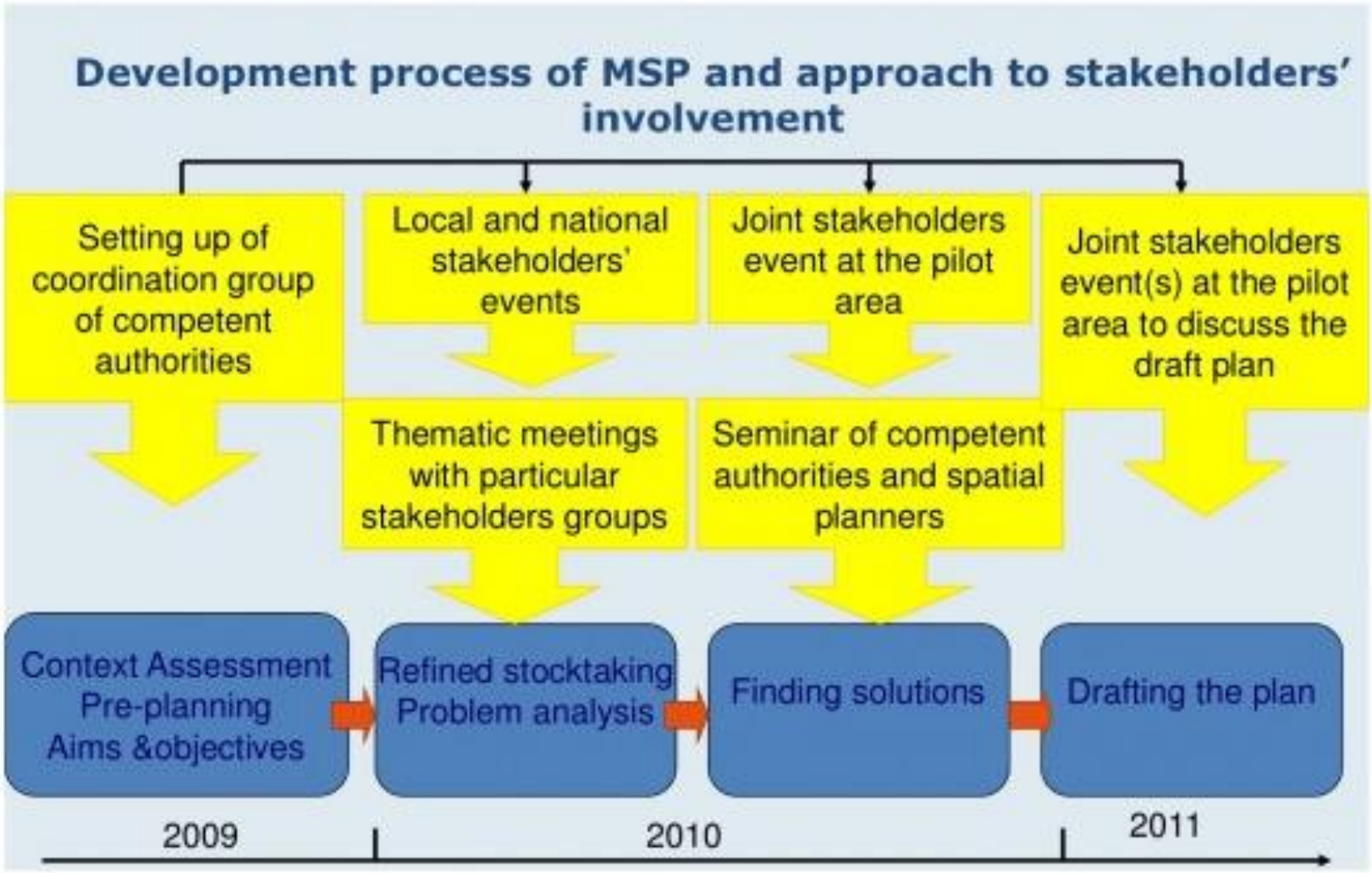
Name of principle and related good practice	Location	Source
Principle. 8 Coherent terrestrial and maritime spatial planning		
JOINT ELABORATION OF THE MARITIME SPATIAL PLAN BY TERRESTRIAL AND MARITIME PLANNERS	Gulf of Gdańsk	Maritime Institute in Gdansk
Principle 9. Planning adapted to characteristics and special conditions at different areas		
DELIMITATION OF ‘SEA BASINS BASED ON FUNCTIONAL CHARACTERISTICS IN A TYPE OF MARITIME SPATIAL PLAN SIMILAR TO LOCAL LAND USE COMPREHENSIVE PLANS	Gulf of Gdańsk	Maritime Institute in Gdansk

Name of principle and related good practice	Location	Source
Principle 10. Continuous planning		
10.1 Right to plan (ownership of the planning process)		
A NEW BODY OF LEGISLATION IN SUPPORT OF MSP	*UK, Sweden*	*The UK Department for Environment, Food and Rural Affairs (Defra), Swedish Agency for Marine and Water Management*
EXTENSION OF EXISTING PLANNING LEGISLATION TOWARDS SEA	Finland, Germany	Maritime and Hydrographic Agency (BSH), Finnish Environment Ministry
10.2. Monitoring and evaluation		
ADVANCED PLANS TO INTRODUCE A MONITORING SYSTEM FOR SYSTEMATIC ASSESSMENT OF ECOSYSTEM QUALITY.	*the Barents Sea and the Sea Areas off the Lofoten Islands*	*The Royal Norwegian Ministry of the Environment*
THE CONCEPT OF THE PERMANENT MONITORING PLAN	*UK*	*The UK Department for Environment, Food and Rural Affairs (Defra)*

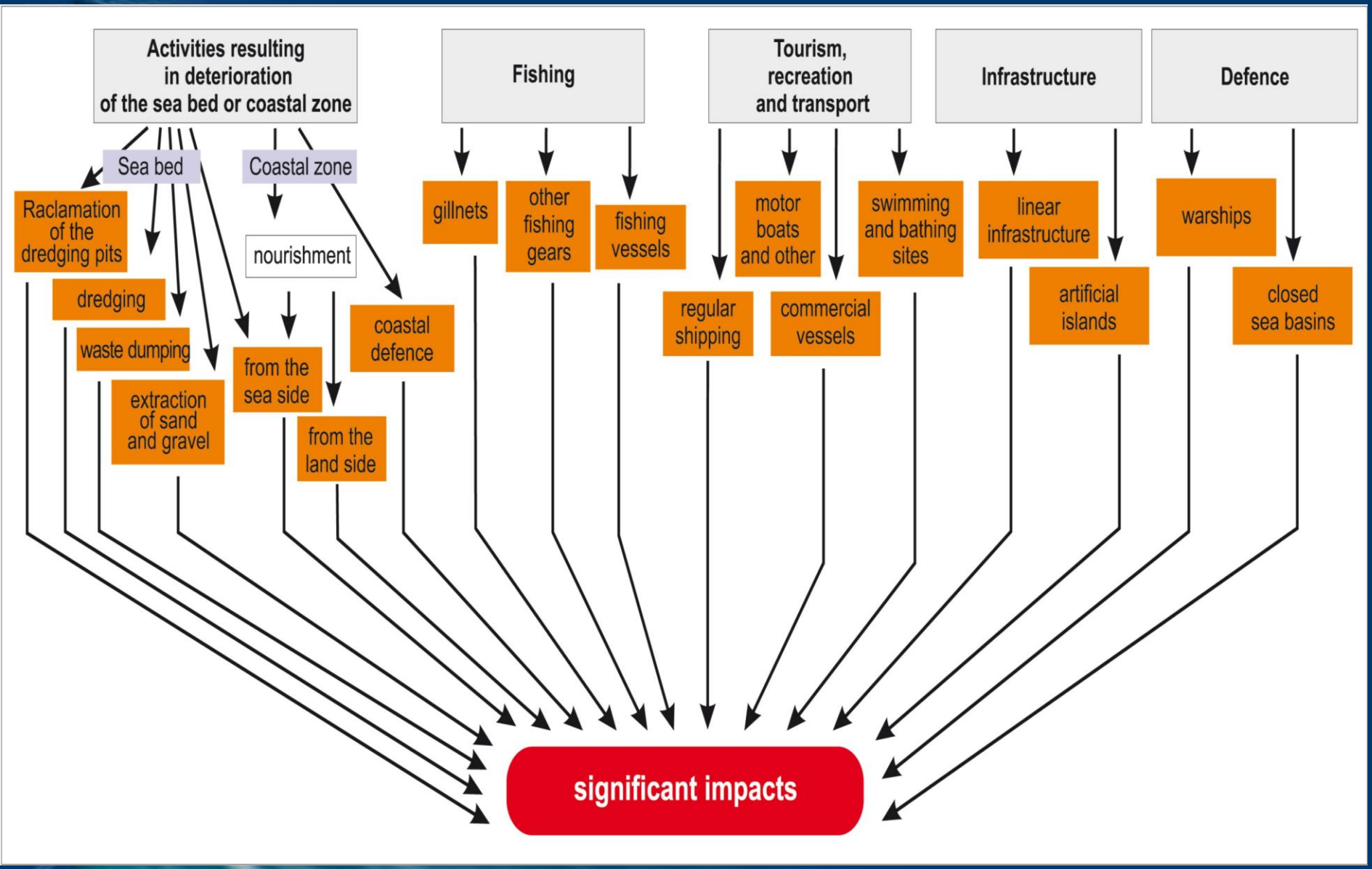
Good practices proposed for detailed description (the most important for enhancement of cross-border MSP

1. Stakeholders involvement (Latvia)
2. Methodology for SEA for maritime spatial plans (Poland)
3. Dealing with information gaps (Poland /Sweden)
4. Improving international compatibility of marine data in the BSR (BSR)
5. The Finnish Inventory Programme for the Underwater Marine Environment, VELMU (Finland)
6. BaltSeaPlan Vision 2030 (BSR)

1. Stakeholders involvement (Latvia)



2. Methodology for SEA for maritime spatial plans (Poland)



2. Methodology for SEA for maritime spatial plans (Poland)

Source of impact	Potential effects	Provisions of the plan	Sea basins (numbers)	Length of the coastal line in km
Coastal infrastructure	• destruction of sea bad and bottom habitats • diminishing water transparency, • changes in landscapes (both terrestrial and maritime) • development of periphyton	not allowed	no	0
		allowed	02, 11,15,16, 17,22	17,38
		not regulated	01, 03-10,12-14, 18-21, 22-30	58,80
	Reduction of negative impact		no	no
	Lack of reduction of negative impact		all basins	76,18
	Not relevant		–	–

3. Dealing with information gaps (Poland Sweden)

Gap	Short term solutions	Long term solutions
Lack of information	Modeling the marine environment (e.g. habitats) Precautionary measures – provisions in the plan spelling out the need for further research Request to prepare detailed plans before large scale investments TIA (or TIA like) procedures for other investments	Shaping EMODN?ET in line with the MSP needs as the joint action of the BSR countries Joint BSR research Agenda for MSP BSR agreement on the minimum scope inventories done in relation to localization of large scale investments
Lack of spatial attribution of information	Extracting expert knowledge via stakeholder process	Promotion of interdisciplinary research Concertated BSR research – e.g. BONUS BSR Agreement
Disclosure gap	Genuine stakeholder process	Awareness rising on benefits of maritime spatial planning
Temporal gap	Reserving some space for unknown future developmental purposes.	Introducing multi-year maritime programming as a rule Regular exchange of know-how and experience on maritime spatial plans of other countries Joint BSR vision on the use of the marine space
Communication deficiency gap	Interdisciplinary and transnational planning teams	Minimum common denominator on MSP methodology in the BSR Regular exchange of know-how and experience on maritime spatial plans of other countries Joint BSR vision on the use of the marine space Joint BSR work on methodology of valorisation of marine space
Institutional gap	Recommendations for development of the institutional system for MSP Examination of background reports relevant for MSP and draft legislation proposals (and their justifications)	Agreement on the comprehensive objectives or visions, targets, and goals regarding the use of marine space at national and international levels. Operationalization of the agreed targets in line with the MSP specificity Development supportive tools for decision making in MSP (as proposed under BONUS)

4. Improving international compatibility of marine data in the BSR

Dealing with inconsistencies and data and information gaps (BaltSeaPlan project).

1. The framework for harmonised datasets:
- setting up technical and content-related requirements,
- asking partners to send their respective data
- compiling common datasets on some of the most important activities and functions:
  - nature conservation areas
  - offshore wind energy,
  - pipelines,
  - submarine cables,
  - platforms,
  - extraction locations.

Other important activities such as shipping and fisheries were excluded as they are less easy to allocate in space and/or data is difficult to access.

2. Another exercise – a similar visual approach for the human activities and protected areas to enable the BaltSeaPlan maps be comparable
- the consultation process of the proposal of joint legends for the stocktake maps,
- and some proposals for MSP Planning Categories and respective legend sets.).

5. The Finnish Inventory Programme for the Underwater Marine Environment, VELMU (Finland)

The VELMU programme is: 1) enhancing knowledge of the marine environment by producing an overview of the most important marine habitats and species in Finland; 2) collating existing data into a database; 3) promoting the exchange of information between different institutions and making the marine data more easily available; 4) establishing a web-based resource for marine environment information, including a map service.

The information gathered under VELMU - programme will be of central importance both for the planning of nature conservation, the exploitation of natural resources and utilisation of the sea space in Finland.

The information gathered under VELMU will also be applied for reaching the objectives on the biodiversity and sustainable development of the Baltic region.

VELMU is a co-operational programme between seven ministries (internal affairs, defence, education, communication, agriculture and forestry, trade and industry and environment). It is implemented in cooperation between many data producers and stakeholders.

6. BaltSeaPlan Vision 2030

The role of the BaltSeaPlan Vision 2030 is to help this process of joined-up forward thinking. Joint vision also helps in conflict mitigation at pan-Baltic level and in coordination of developmental efforts that require transnational co-operation. Therefore it is essential step to achieve am ambition of coherent MSP at the level of the BSR.

The BaltSeaPlan Vision 2030 takes an integrated perspective of sea uses and the Baltic Sea ecosystem. It deals with spatial aspects, complementing existing visions and policies for the Baltic. Grounded in existing trends and policy objectives, it tries to anticipate future developments and changes.

The Vision aims to provide more coherence and certainty to all users of Baltic Sea space. It is also there to secure all those processes that guarantee the well-being of the Baltic Sea as a living and healthy ecosystem. It is transnational, but linked to national MSP. It is part of a holistic approach to MSP across scales. It shows how MSP could ideally have been translated into practice by 2030

Conclusions and ways out

1. Need to further continue work on cross-border stakeholder involvement from the very beginning of the planning process.
2. Granting the political recognition for the aforementioned vision 2030
3. Achieving BSR wide agreement on minimum common structure and layout of the SEA reports
4. Developing the Joint Baltic research agenda facilitating collection and processing data necessary for the MSP
5. Preparing an agreement on pan-Baltic data model for maritime spatial planning.

Thank you for attention