BaltSeaPlan

The BaltSeaPlan Vision 2030

Towards sustainable planning of
Baltic Sea space

Nico Nolte, Federal Maritime and Hydrographic Agency

Part-financed by the European Union
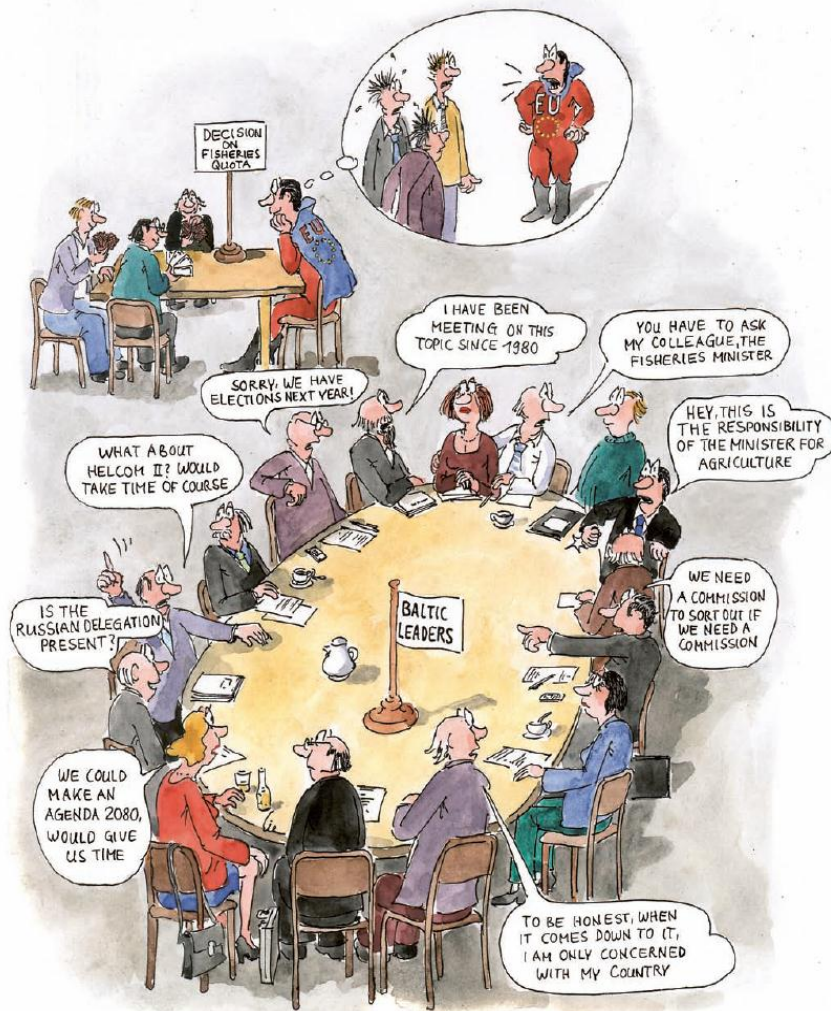(European Regional Development Fund)

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BaltSeaPlan Objective

To develop, introduce and implement

Maritime Spatial Planning throughout the BSR in a coherent manner.

In short:

To support the BSR countries in turning MSP into reality.

Facts & figures

> Project preparation started 2005
> Application submitted to BSR Programme: May 2008
> Approved: Oct 2008
> Project duration Jan 2009 - Jan 2012
> Budget: 3.7 m Euro

4 Russian partners had to drop-out due to unavailability of ENPI funds

Project Partners
Germany:
- Lead Partner: Federal Maritime and Hydrographic Agency / BSH
- World Wide Fund for Nature Germany, Baltic Sea Unit / WWF
- Ministry of Transport, Building and Regional Development of Mecklenburg-Vorpommern

Poland:
- Maritime Office in Szczecin
- Maritime Office in Gdynia
- Maritime Institute in Gdańsk

Denmark:
- National Environmental Research Institute / NERI

Sweden:
- Royal Institute of Technology / KTH
- Swedish Environmental Protection Agency / SEPA

Estonia:
- Baltic Environmental Forum / BEF Estonia
- Estonian Marine Institute of University of Tartu

Lithuania:
- Coastal Research and Planning Institute / CORPI
- Baltic Environmental Forum / BEF Lithuania

Latvia:
- Baltic Environmental Forum / BEF Latvia

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What is BaltSeaPlan doing?

Pilot MSPs:

> Pomeranian Bight DE/PL/SE/DK

> Western Gulf of Gdansk PL

> Middle Bank PL/SE

> Western Baltic T-Route DK

> Pärnu Bay EE

> Hiiuma & Saaremaa Islands EE

> Western Coast of Latvia LV

> Lithuanian Sea

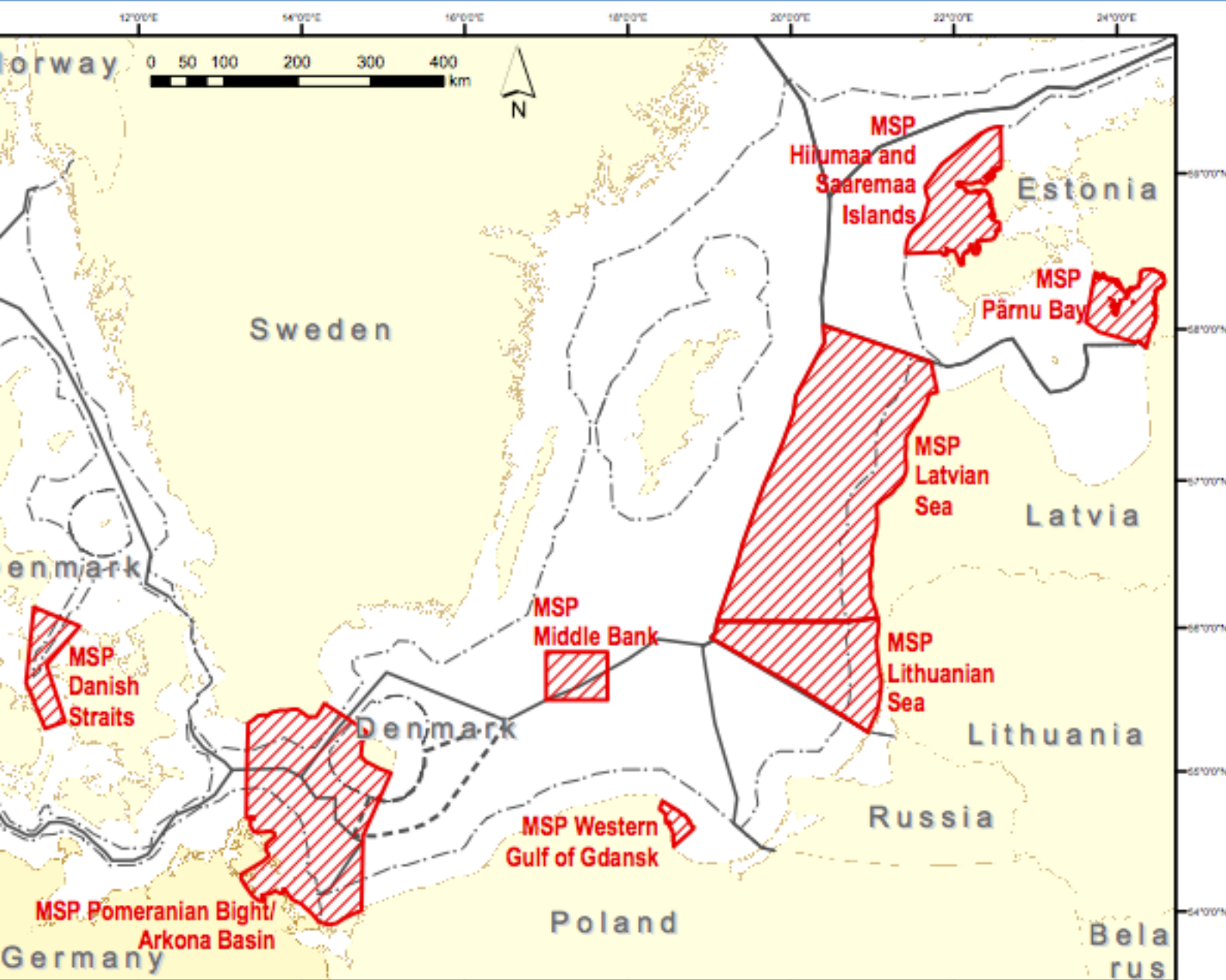| Stocktaking: • compilation of current sea uses • identification of data gaps • Generation of new GIS datasets	Data exchange and harmonisation according to the EU INSPIRE Directive; Modelling paper
8 regional and cross-border pilot Maritime Spatial Plans different priorities / emphasis	
Analysis of national priorities for offshore development => gaps / inconsistencies ? => Recommendations on integration of MSP tools in National Maritime Strategies	
Spatial vision 2030 for the Baltic Sea => conditions for achieving sustainable planning of Baltic Sea space	
Capacity building / further development of Maritime Spatial Planning Tools	

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Pilot Projects

Maritime Spatial Planning (MSP)

Norway

0 50 100   200   300   400
km

N

Sweden

Denmark

Germany

MSP Danish Straits

MSP Pomeranian Bight/ Arkona Basin

MSP Middle Bank

Denmark

Poland

MSP Western Gulf of Gdansk

MSP Hiiumaa and Saaremaa Islands

Estonia

MSP Pärnu Bay

MSP Latvian Sea

Latvia

MSP Lithuanian Sea

Lithuania

Russia

Belarus

MSP Pilot Projects

Pilot Areas

Boundaries

—·—·— Territorial Sea

———— Continental Shelf/E

- - - - - unclear legal status

Map Projection: Mercator (54°N
BSH - 22.09.2011

BSH
BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

BaltSea

2010 Planning
2012 of the

Baltic Sea

Part-Financed by the European
(European Regional Developm

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BSR - a dynamic picture

- unique, vulnerable environment
- economic space
- transport space
- energy space
- climate change

⇒ **Sea space: a valuable asset**

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Why the Vision 2030 ?

> Extending our planning horizon - and thus increase sphere of influence rather than wait for things to happen

> With the Baltic Sea being a small, but highly sensitive regional sea - forward planning requires Baltic Sea states to work together in order to achieve strategic goals and comprehensive solutions

> BaltSeaPlan Vision 2030 anticipates that MSP will be established practice by 2030 -> shows how MSP is ideally translated into practice between 2011 and 2030

sphere of influence *

sphere of active control and decision-making

sphere of concern **
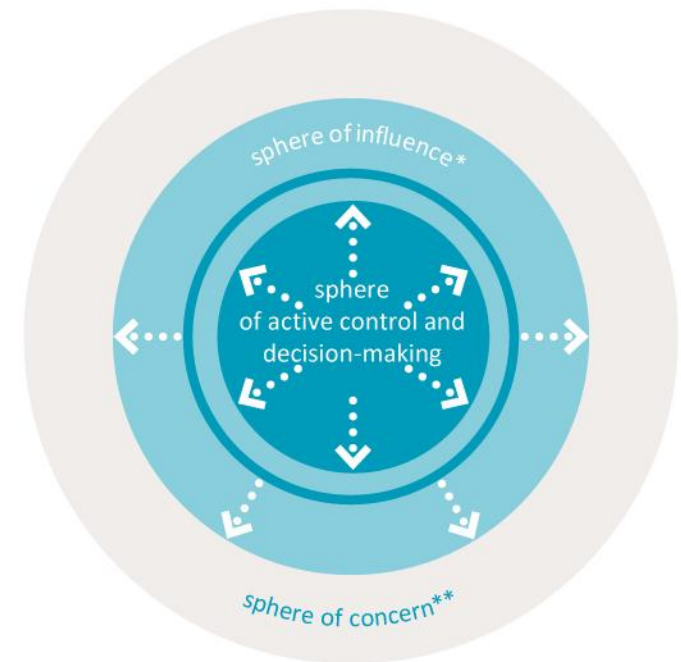
The mindset of the vision

Three dimensions that belong together:

Environmental vision, socio-cultural vision, economic vision

Baltic Sea space is part of a wider planning area

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Pan-Baltic Thinking
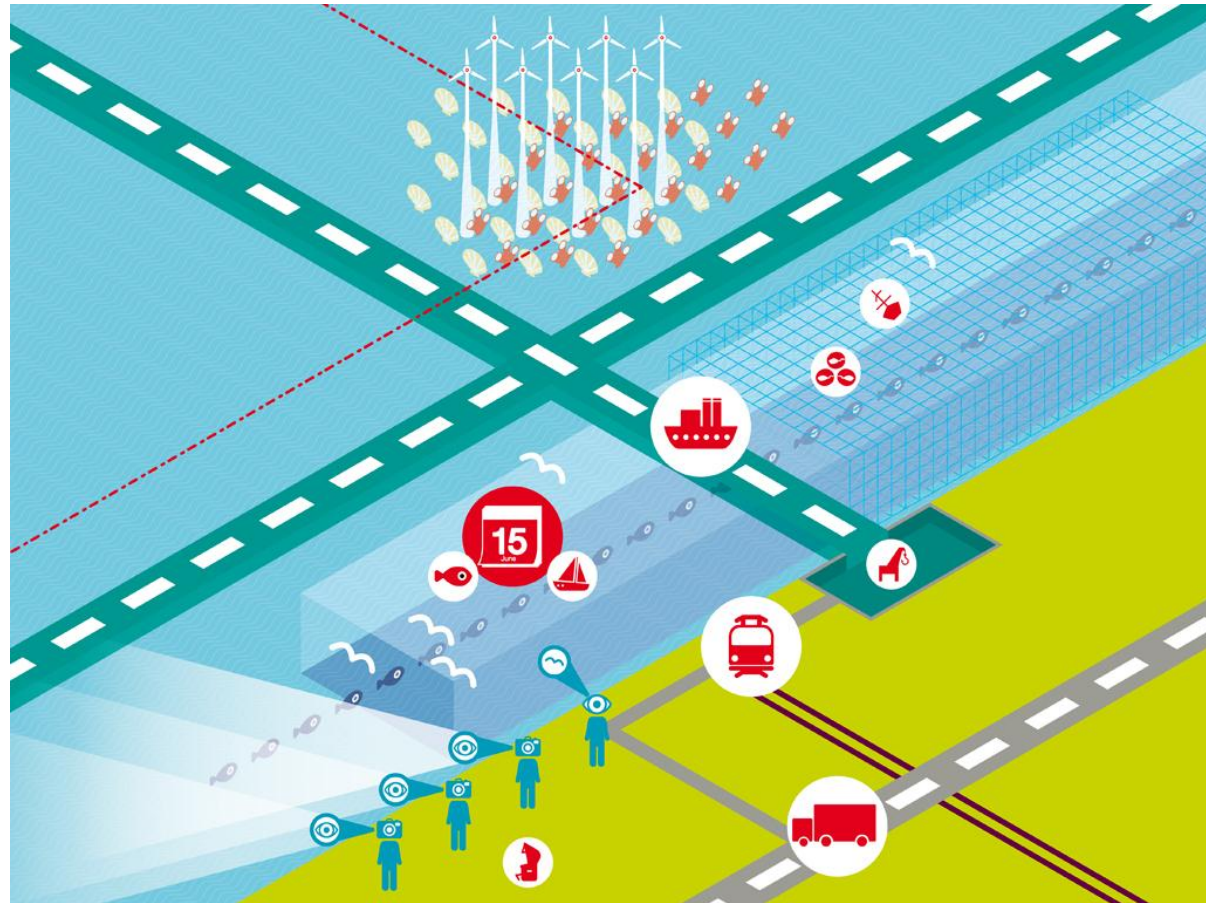„Think Baltic,
act regionally"

Transnational
Connectivity

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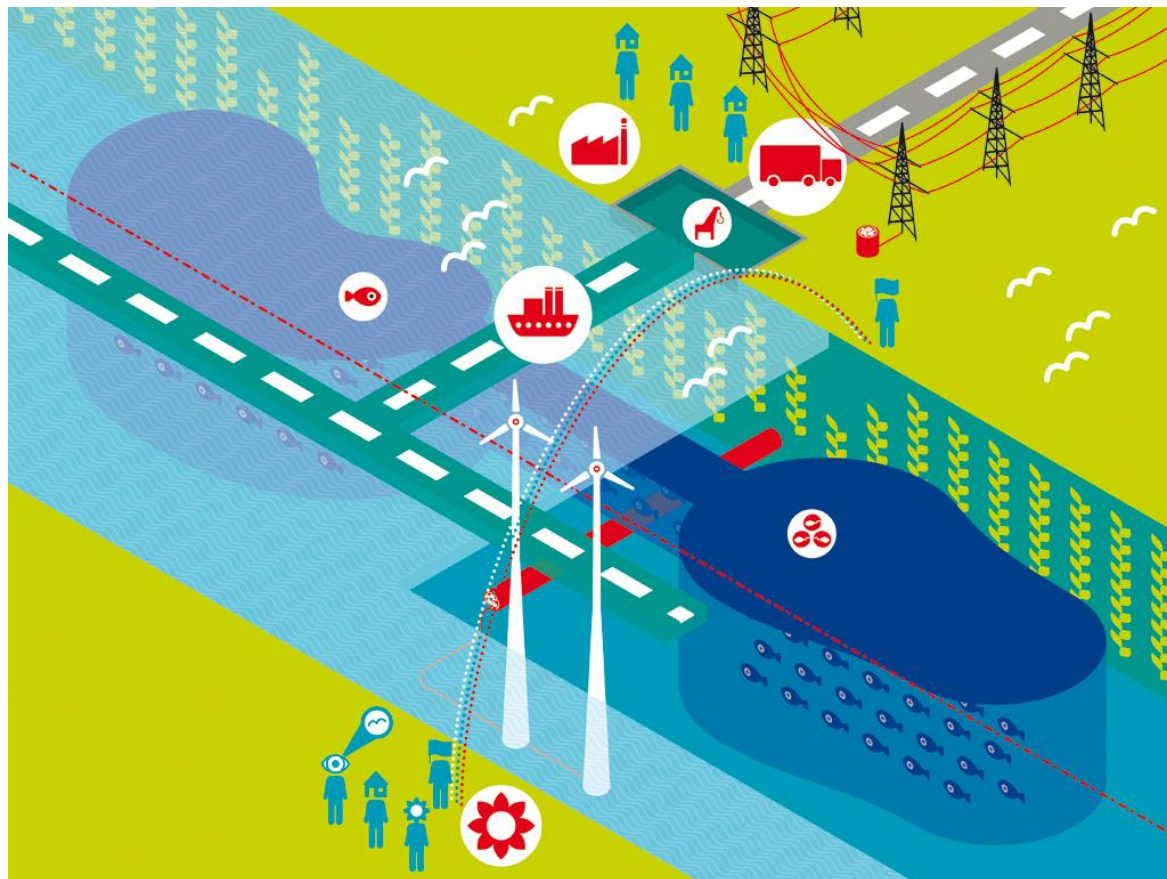
Key principles
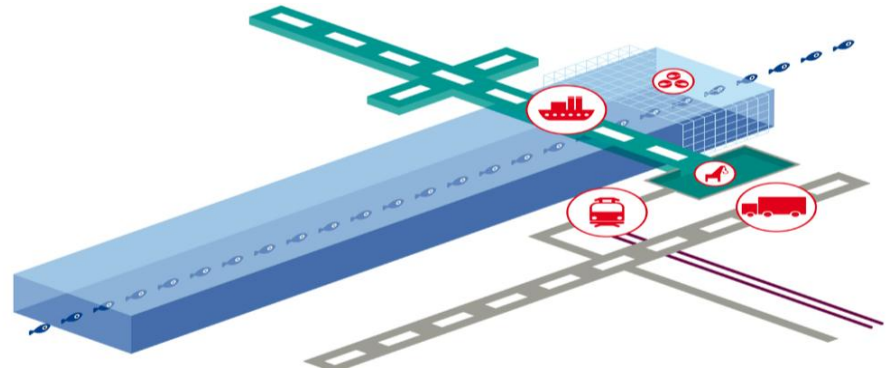## for allocating Baltic Sea space II

Spatial Efficiency

> Sea is no repository for problematic land uses

> Immovable sea uses / functions have priority

> Co-use actively encouraged

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Connectivity thinking

> in linear elements
> and patches
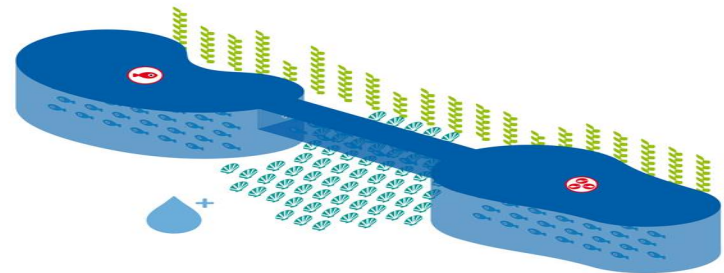
Key transnational topics:

> A healthy marine environment
> A coherent pan-Baltic energy policy
> Safe, clean & efficient maritime transport
> Sustainable fisheries and aquaculture

WHY these topics?
> All or several Baltic Sea states affected by developments
> International targets
> Impacts of siting decisions go beyond national boundaries
> Cooperation between Baltic sea states necessary to achieve them

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A healthy marine environment 2030

> Good Environmental Status achieved: pollution and nutrient inputs substantially reduced / good water quality
> Important biota & habitats protected / high biodiversity

Spatial planning implications:

• Ecosystem approach as an overarching principle for MSP

• Habitat connectivity is ensured

• Environmental data translated into spatial information - research is more spatially focused; natural science research forms basis for quality objectives

• Transnational evaluation criteria developed - impacts of uses are evaluated across borders

A coherent pan-Baltic energy policy 2030

> Baltic Sea Region relies on as much renewable energy as possible

> An allocation has been achieved between BSR countries in terms of which renewables are to be realised where depending on specific conditions; some countries will be net importers / others net exporters of renewable energy

> Offshore windfarming has been realised in suitable areas

MSP Implications:

- A pan-Baltic energy infrastructure (SuperGRID) is in place
- Land- / sea-based grids well integrated
- Cable connections / oil & gas pipelines bundled in corridors
- Space set aside for renewable energy aims
- Co-uses promoted - but locations outside risk areas & sensitive areas, based on environmental pre-screening & risk assessment of sites

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Safe, clean, efficient maritime transport 2030

> Sea transport is an integral part of wider Baltic Sea Region transport policy with well-planned hinterland connections

> Separation schemes in place – safe and efficient shipping along designated routes in the whole Baltic sea:

- Faster / less dangerous along these routes

> Ships use clean fuel and ports have adapted to this
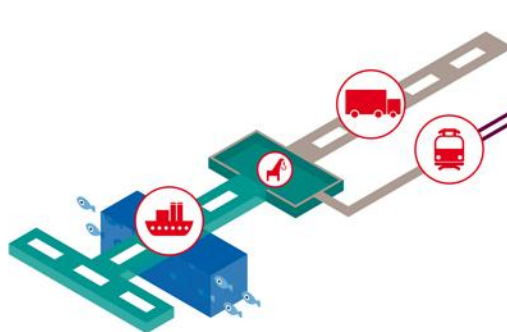
MSP Implications:

- Ports and shipping lanes based on integrated view
- Intelligent corridors / routes established; not impeded by fixed installations
- Rearrangement of shipping lanes possible
- Areas *where shipping needs to be avoided / *not possible / *compulsory pilotage systems put in place

(competence of IMO to be respected)

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Sustainable fisheries & aquaculture

> Baltic Sea fisheries (incl mariculture) deliver high quality food AND are managed in such way that sustainable stocks are secured & integrity of ecosystems is preserved

> Marine aquaculture (incl. algae cultivation) has gained relevance and is only allowed where environmentally sound

MSP Implications:
- Blue Corridors for fish are guaranteed
- Spawning & nursery areas are protected
- No-takes rules and management practices have been implemented
- Area for marine aquaculture have been carefully selected
- Fisheries management legislation has been revised according to MSP needs

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Data Management & Monitoring

> Good knowledge of sea, trends & pressures (environment, economy, society, technology)
> Spatially relevant information
> Cooperation of data networks

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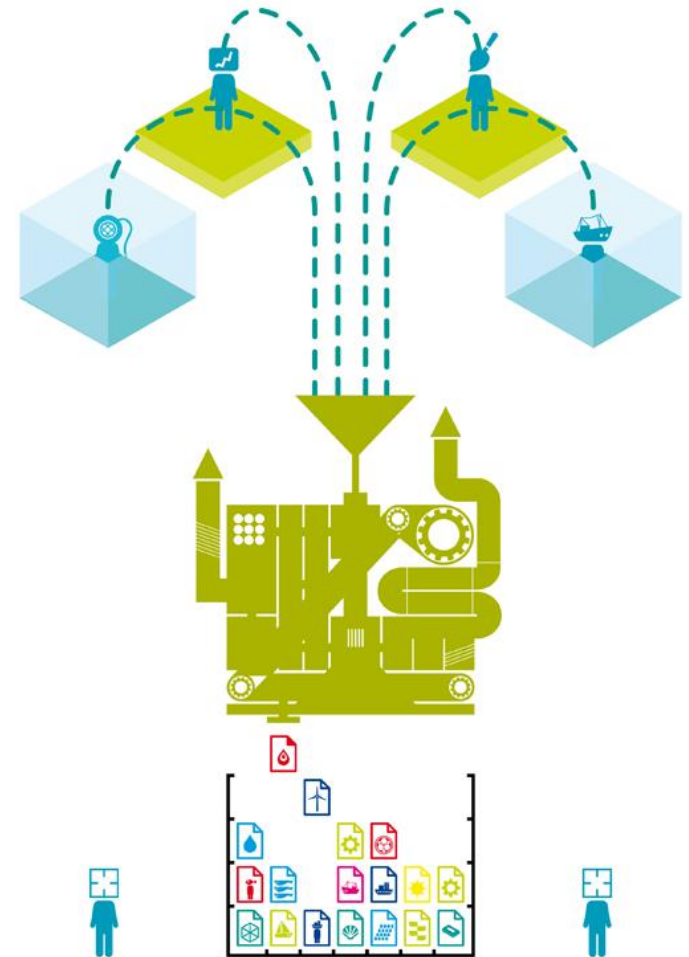
Key elements of implementing MSP II

Spatial Subsidiarity

> MSP understood as cooperative practice

> Transnational approach to transnational issues

> Involves several spatial & administrative levels

=> spatial challenges dealt with at LOWEST most appropriate spatial level

Key elements of implementing MSP III

Appropriate Structures & Processes

National / Sub-national Level
> Maritime Spatial Plans as key implementation tools
> Four main types of areas used (e.g. priority area)

International Cooperation
> Formal body (ministers): endorses pan-Baltic MSP, common principles, objectives & targets
> Coordinating body: monitoring, consultation, concertation, review

Key Messages

> Pan-Baltic Thinking....
- *the whole Baltic Sea as ONE planning space and ONE ecosystem*

> Pan-Baltic Topics....
- *Healthy marine environment*
- *Coherent pan-Baltic energy policy*
- *Safe, clean and efficient maritime transport*
- *Sustainable fisheries*

> Pan-Baltic Objectives & Targets....
- *For all 4 topics*

> Spatial allocation based on....
- *Baltic Sea wide environmental assessment*
- *Socio-economic cost-benefit analysis where applicable*

> Spatial connectivity....
- *Linear infrastructure, corridors and patches form backbone of national MSPs*

> Spatial efficiency....
- *Baltic Sea space is used sparingly*
- *Maximize use of "used" space*
- *Sea no repository for problematic land uses*

> Spatial subsidiarity....
- *Spatial challenges are dealt with at the lowest most appropriate spatial level*

> National Prerequisites....
- *All Baltic Sea States have structures to carry out MSP*

> International Prerequisites....
- *Coherence between overall aims & targets and national or sub-national MSPs*

> Pan-Baltic approach....
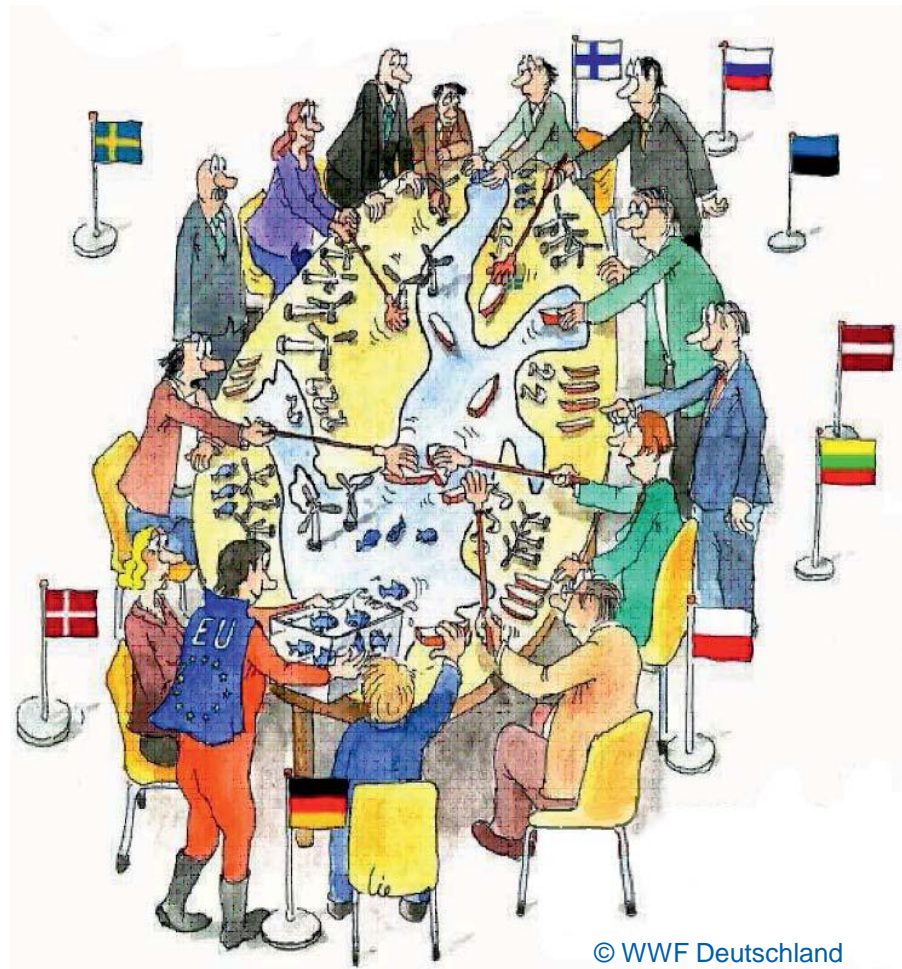- *Transnational cooperation*
- *MSP coordinating body*

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Thank you for your attention !

Final conference: 12 January 2012, Berlin

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Illustration: Eric Liebermann