BaltSeaPlan

The BaltSeaPlan Vision 2030

Towards sustainable planning of
Baltic Sea space

Nico Nolte, meeting HELCOM/VASAB WG MSP, 28./29.09.2011
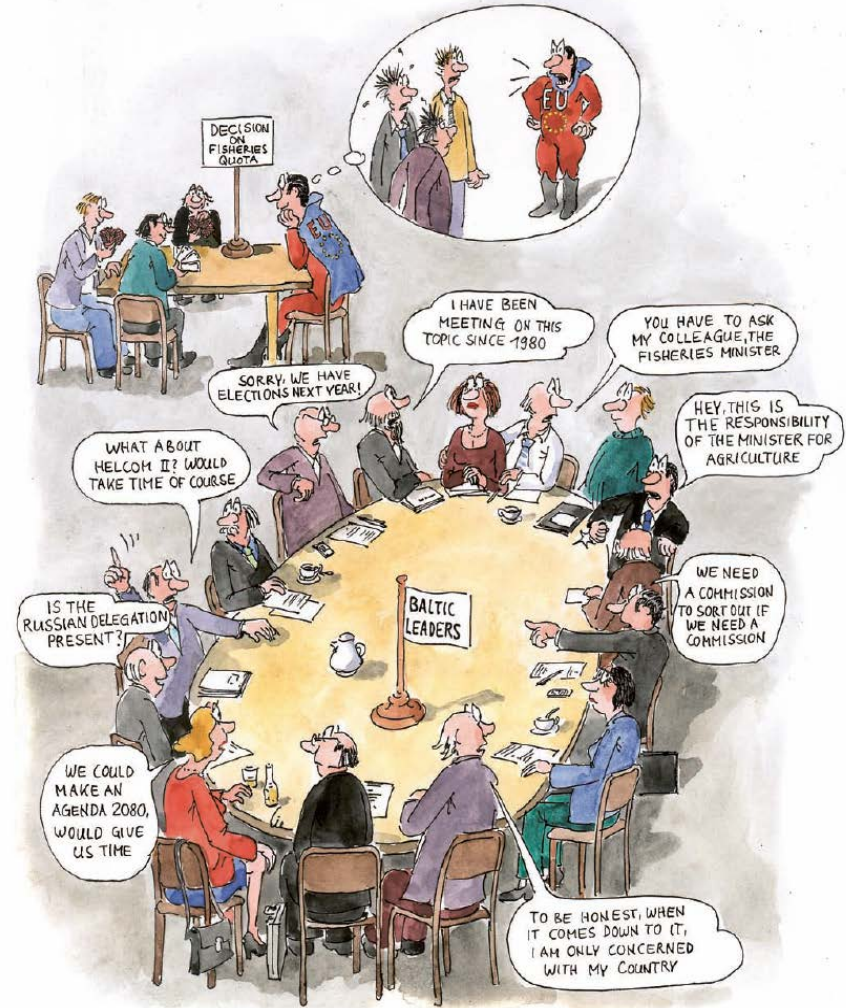
Part-financed by the European Union
(European Regional Development Fund)

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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

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

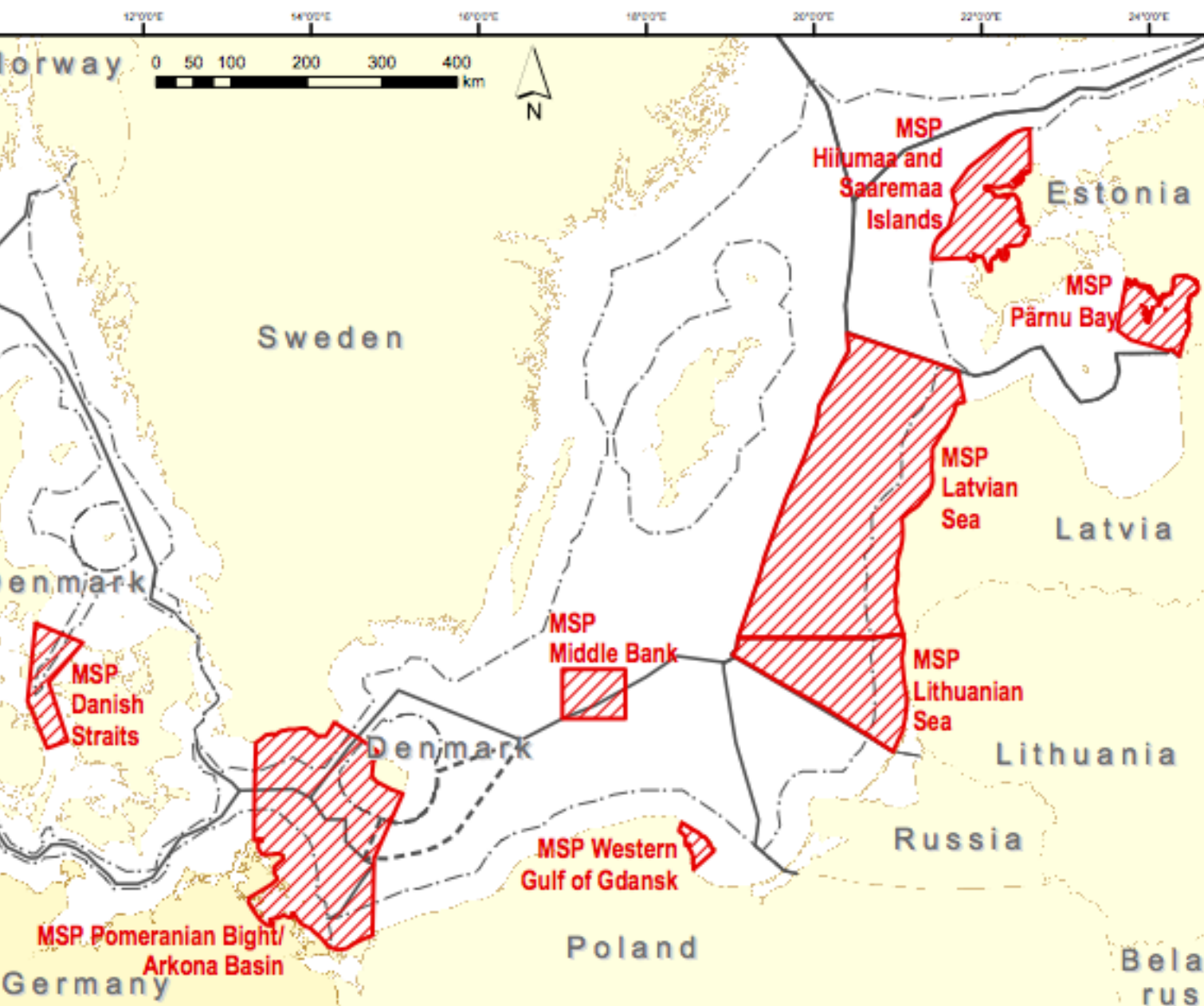| Stocktaking: • compilation of current sea uses • identification of data gaps • Generation of new GIS datasets	Data exchange and harmonisation according to the EU INSPIRE Directive; Modelling paper

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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Map of the Baltic Sea region showing MSP Pilot Project areas.

Labels on the map:

- Norway
- Sweden
- Denmark
- Estonia
- Latvia
- Lithuania
- Russia
- Poland
- Germany
- Belarus

Scale bar: 0 50 100 200 300 400 km

N (compass)

MSP Pilot Areas (labels):
- MSP Hiiumaa and Saaremaa Islands
- MSP Pärnu Bay
- MSP Latvian Sea
- MSP Lithuanian Sea
- MSP Middle Bank
- MSP Danish Straits
- MSP Western Gulf of Gdansk
- MSP Pomeranian Bight/ Arkona Basin

Legend:

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

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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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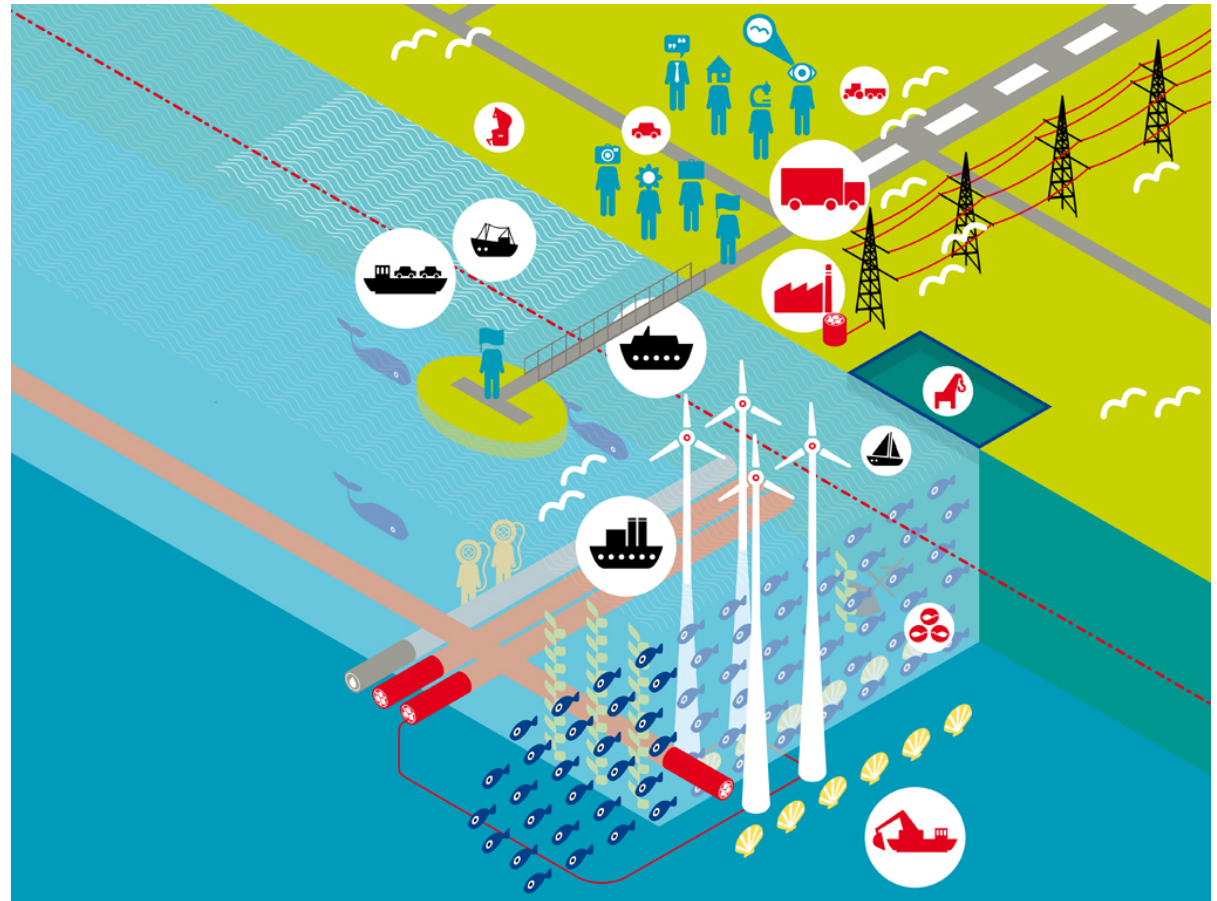
Why the Vision 2030 ?

> 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 ideally translated into practice between 2011 and 2030

sphere of influence*

sphere of active control and decision-making

sphere of concern**
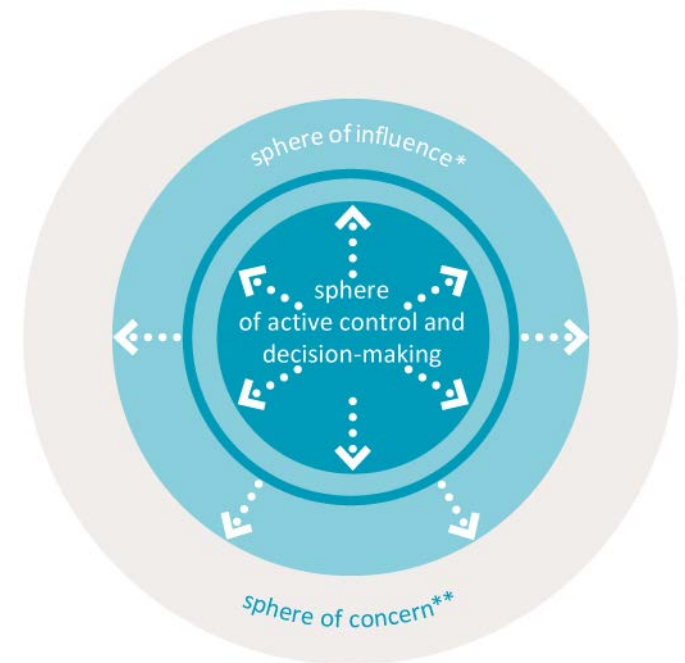
The mindset of the vision

Three
dimensions
that belong
together:

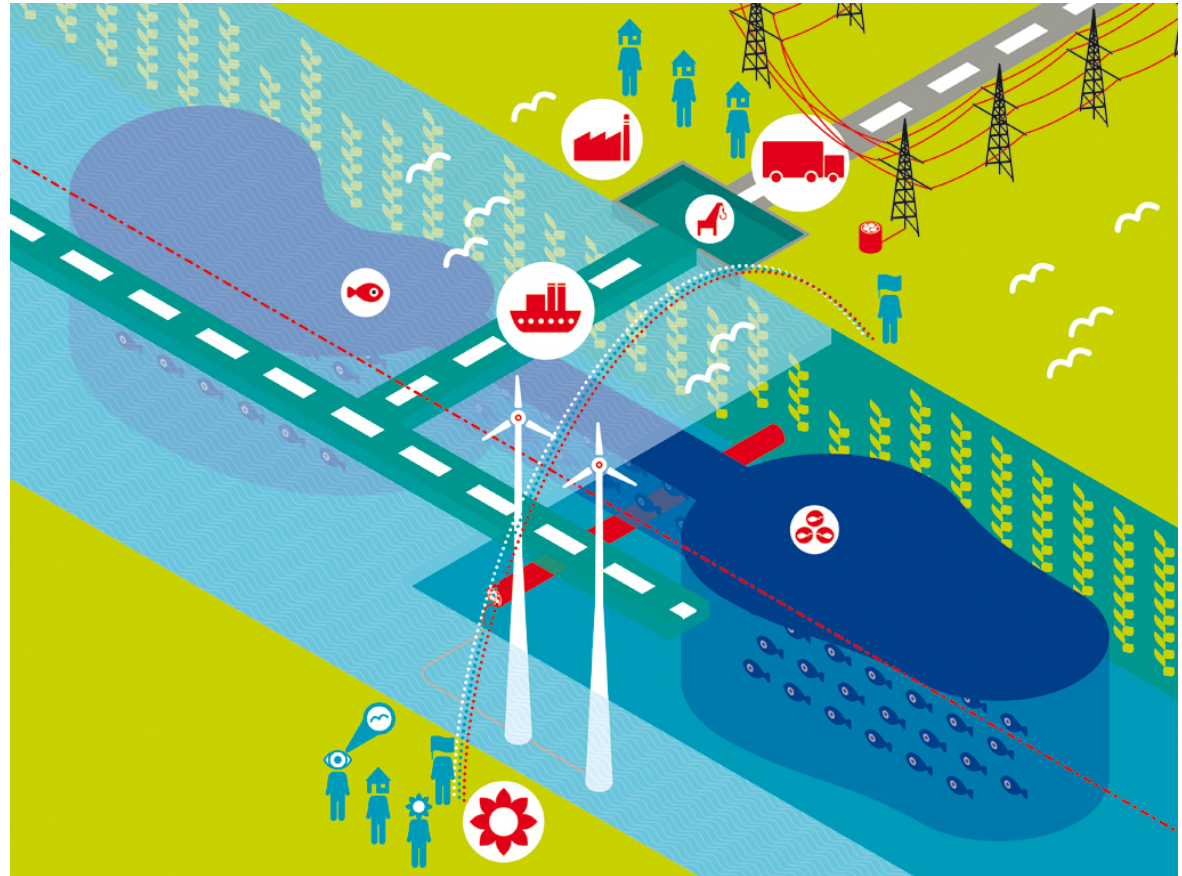Environmental
vision, socio-
cultural vision,
economic vision

Baltic Sea space is part of a wider planning area

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Pan-Baltic Thinking
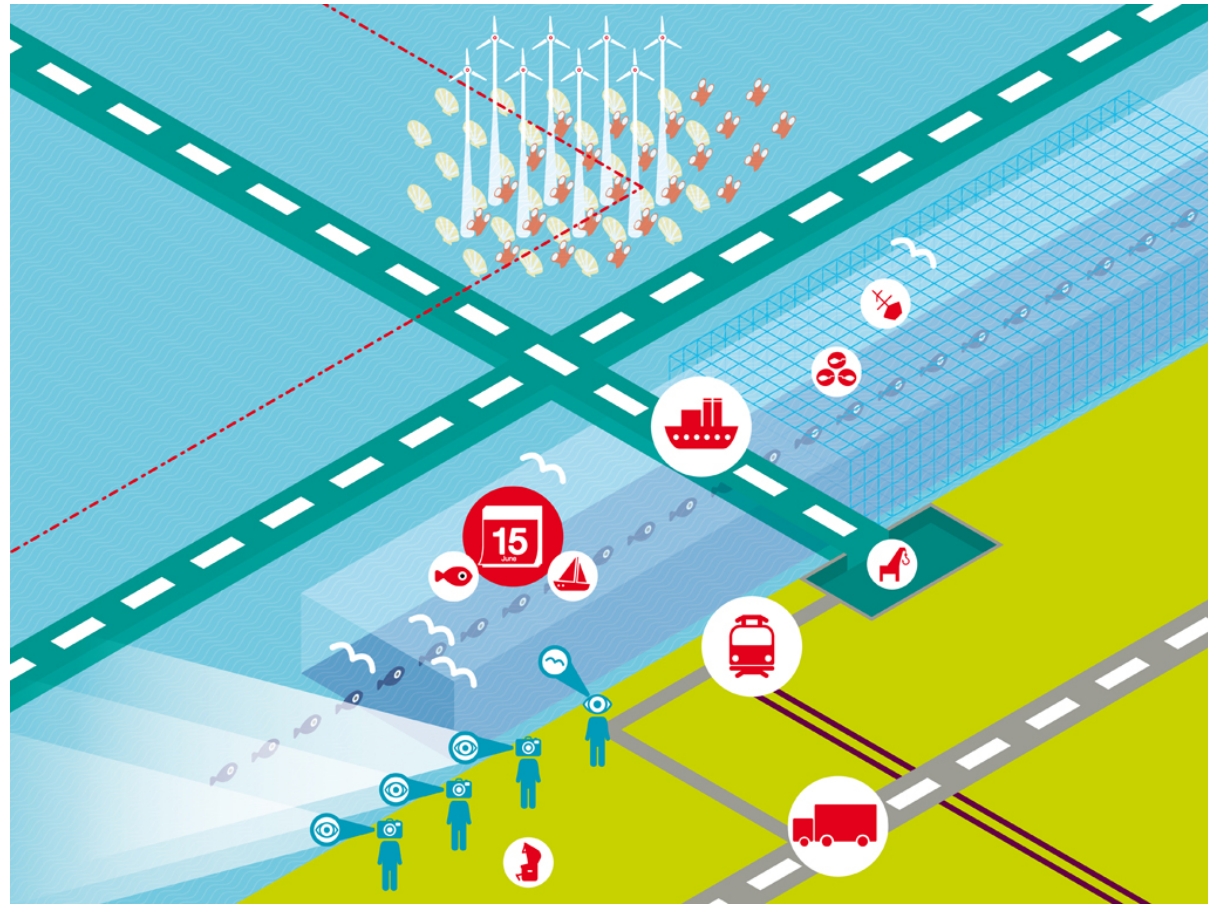„Think Baltic,
act regionally"

Transnational
Connectivity

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Key principles
for allocating Baltic Sea space II

Spatial Efficiency
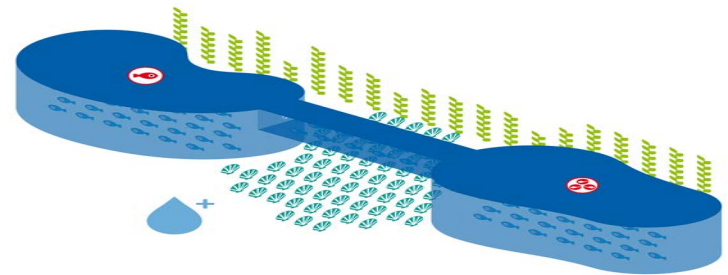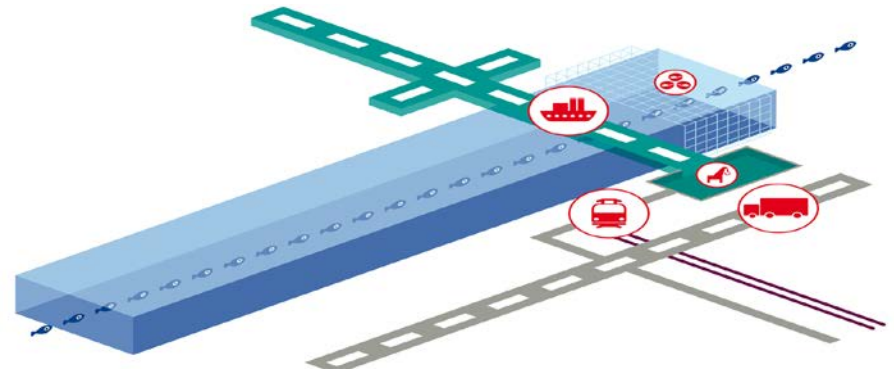
> Sea is no repository for problematic land uses

> Immovable sea uses / function priority

> Co-use actively envouraged

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Connectivity thinking

> in linear elements
> and patches

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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

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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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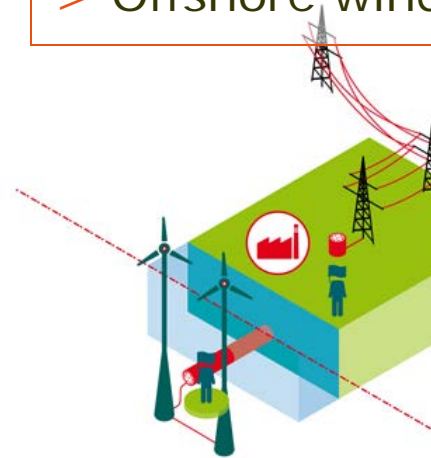
Safe, clean, efficient maritime transport 2030

> 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:
> • Faster / less dangerous along these routes
> Ships use clean fuel and ports have adapted to this
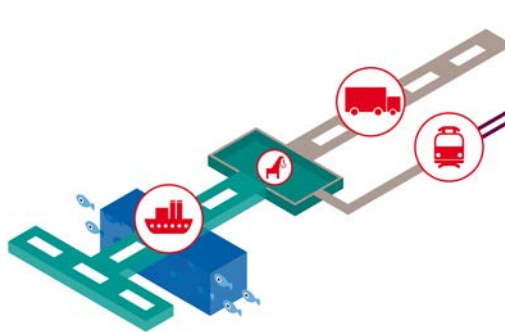
MSP Implications:
• Ports and shipping lanes based on integrated view
• Intelligent corridors / routes established; not impeded by fixed installations
• Rearrangement of shipping lanes possible
• Areas *where shipping needs to be avoided / *not possible / *compulsory pilotage systems put in place
• Transnational contigency planning

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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

> Established fishing practices in the Baltic are supplemented by extensive sea ranching schemes

> 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
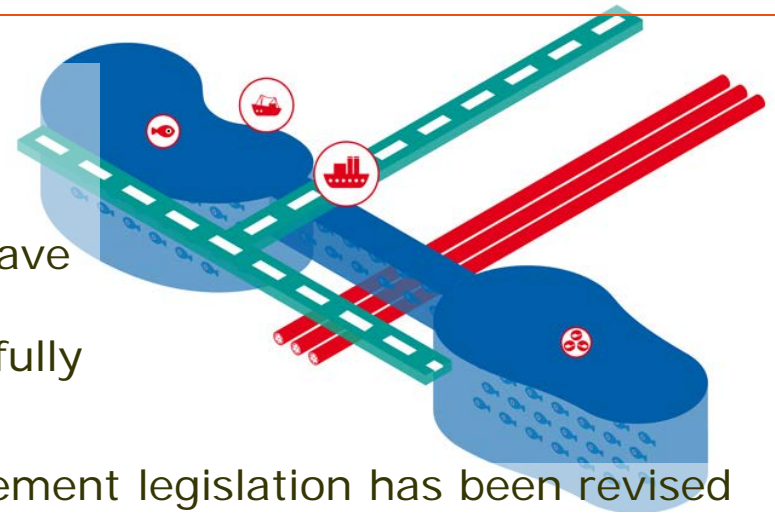
- Fisheries management legislation has been revised according to MSP needs

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Key elements of implementing MSP I

Data Management & Monitoring

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

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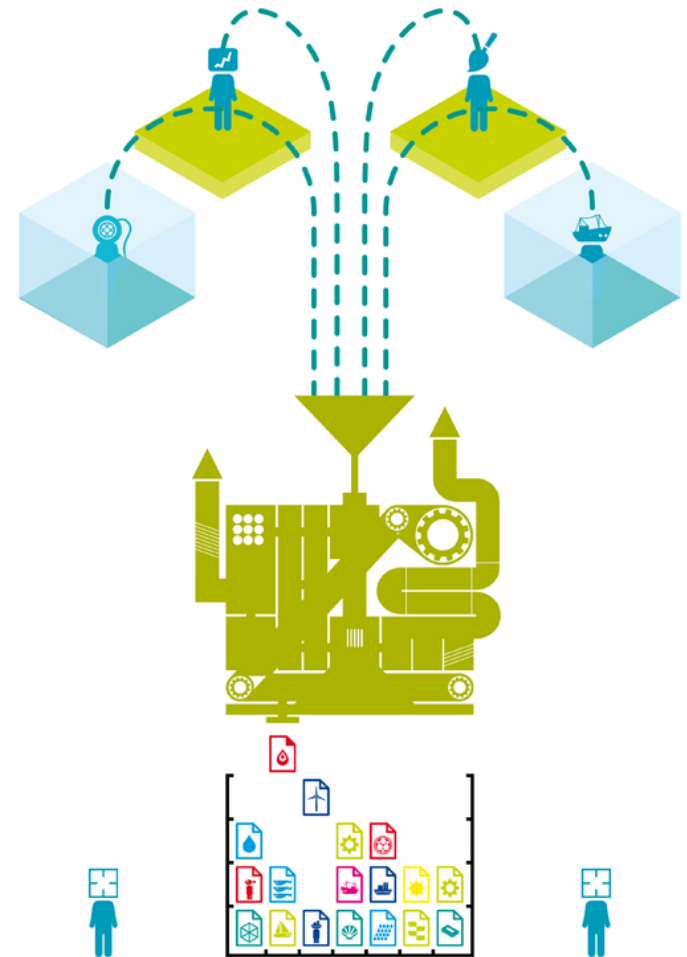
Key elements of implementing MSP II

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

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Key elements of implementing MSP III

Appropriate Structures & Processes

National / Sub-national Level
> MSPs as key implementation tools
> Four main types of areas used

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

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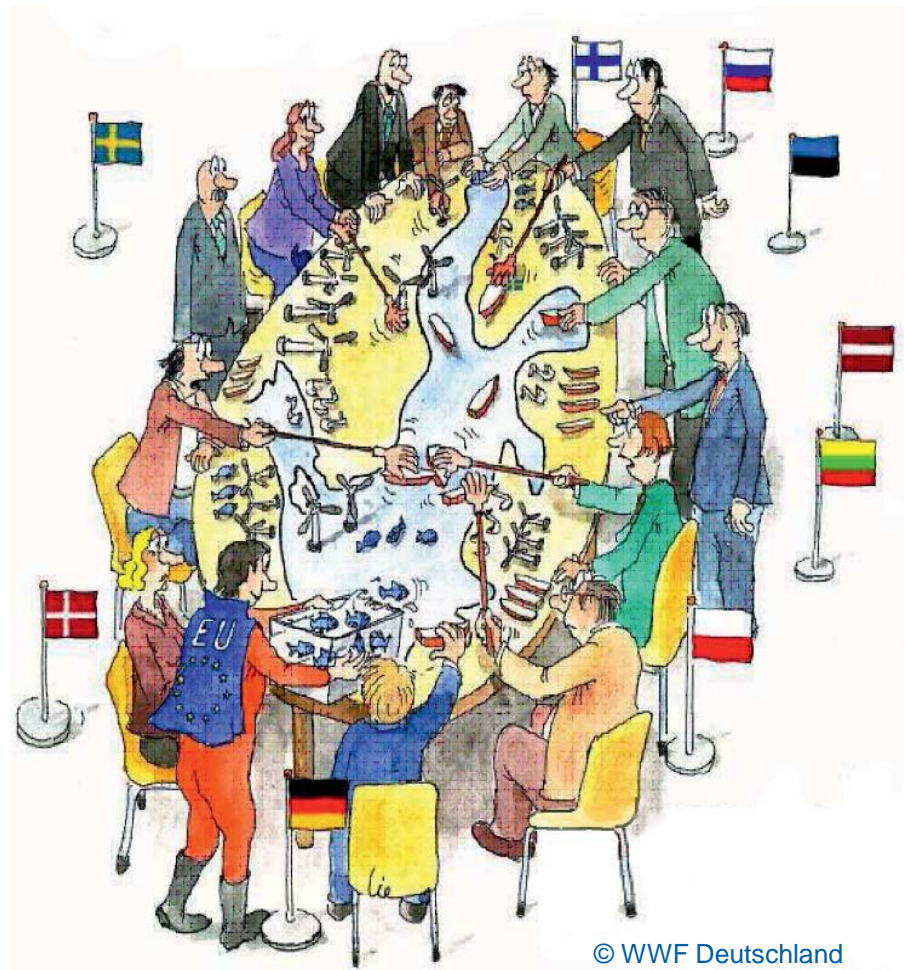
> Pan-Baltic approach….
- *Transnational cooperation*
- *MSP coordinating body*

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Thank you for your attention !

Final conference: 12 January 2012, Berlin

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Illustration: Eric Liebermann

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