

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

VASAB HELCOM Working Group

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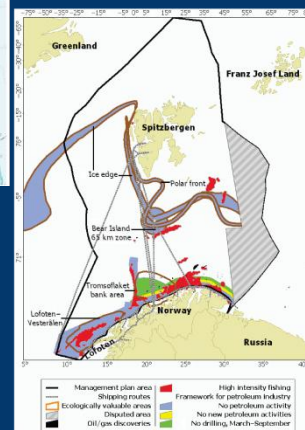
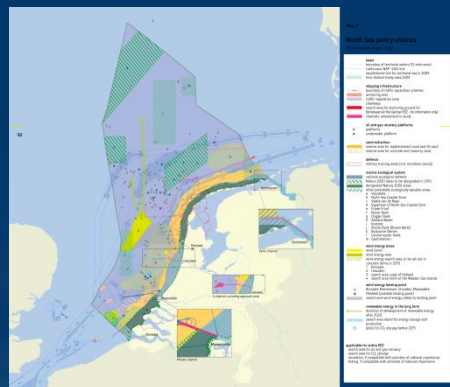
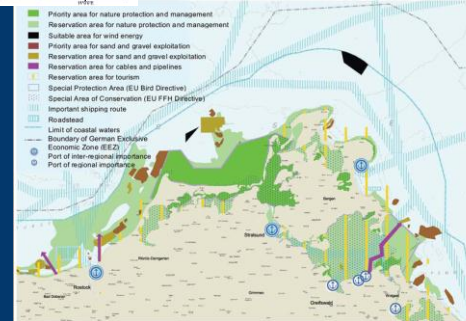
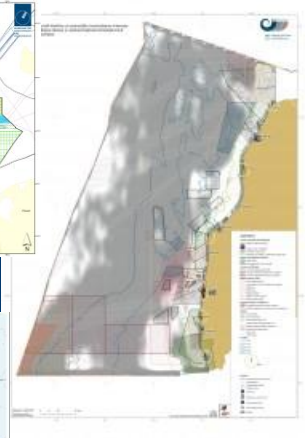
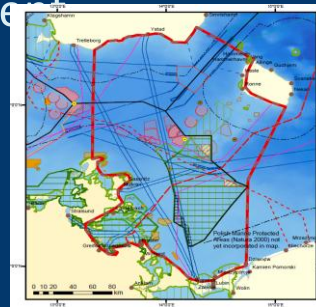
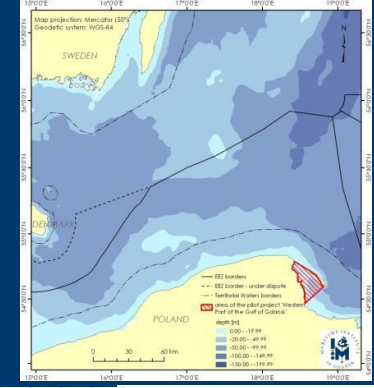
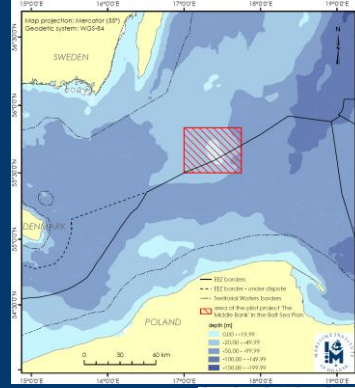
Two parts:

- 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



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), insufficient 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*

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)

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