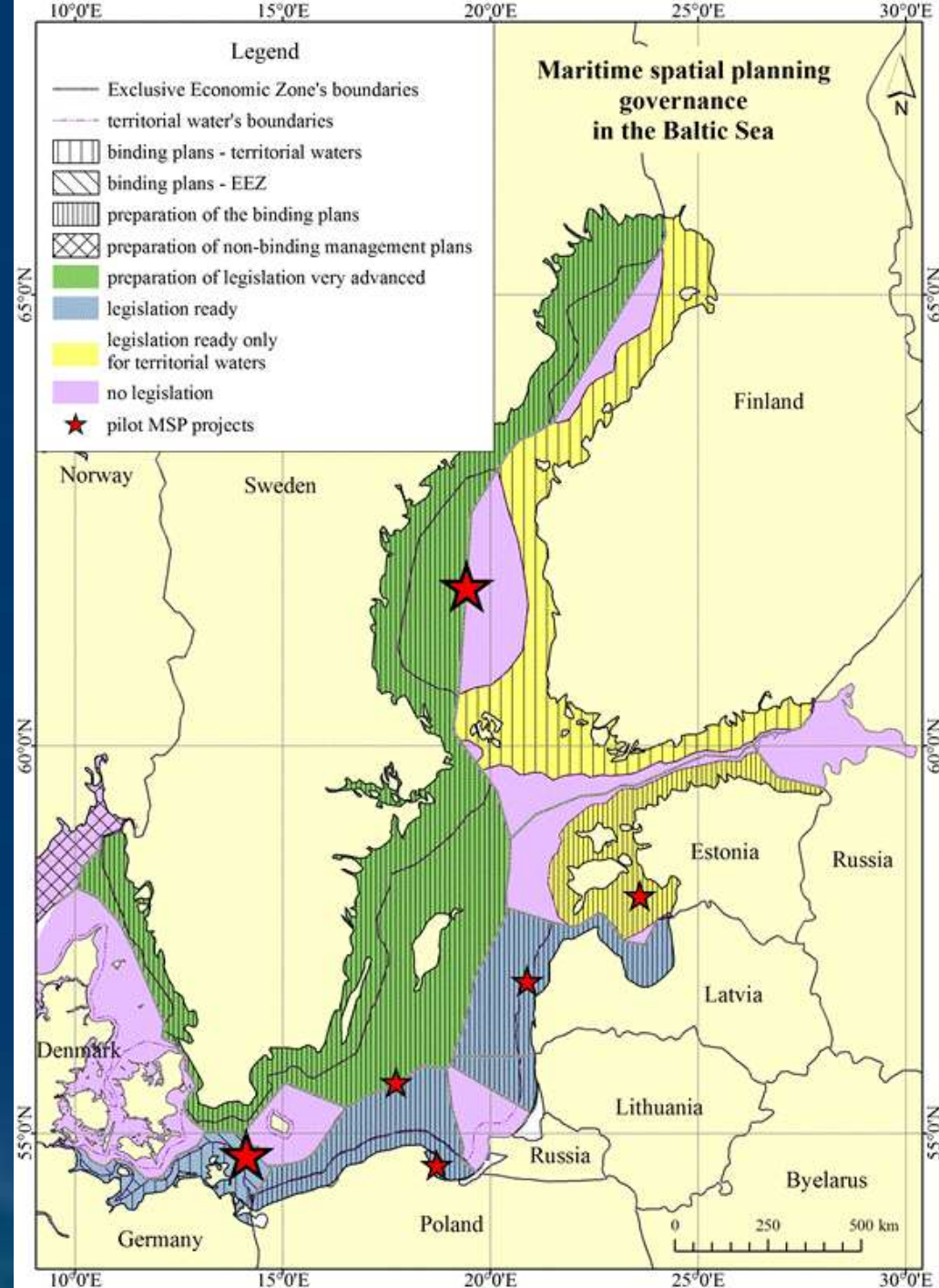


Maritime spatial planning efforts in the Region; achievements and what needs to be done.

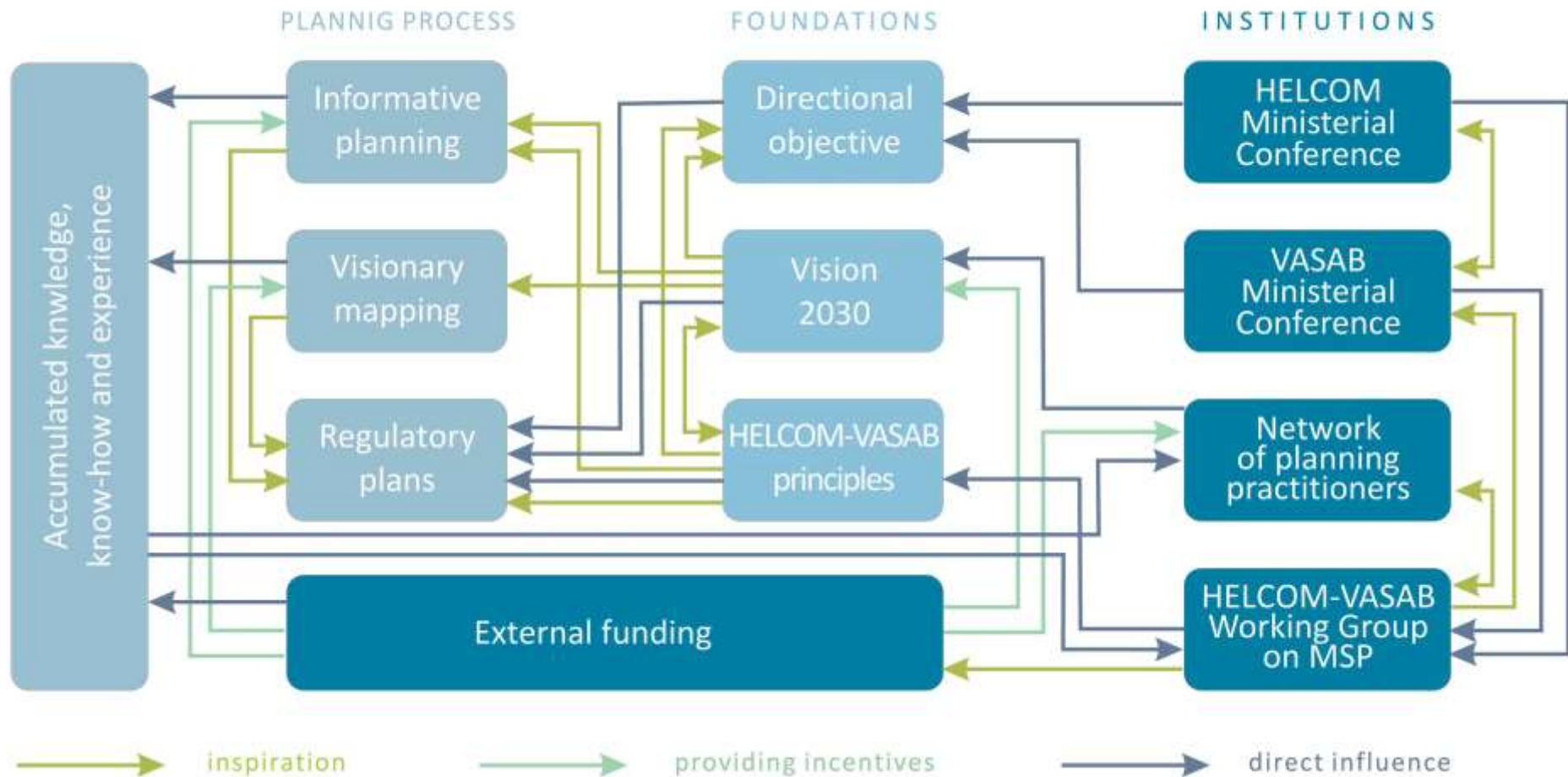
Jacek Zaucha,



1. With the Gulf of Finland coming project all parts of BSR will have MSP experience
2. Swedish legislation is almost ready
3. Poland has just announced start of formal MSP
4. Russia is preparing legislation on MSP
5. Cooperation at BSR level is active (VASAB-HELCOM WG, PartiSEApate)

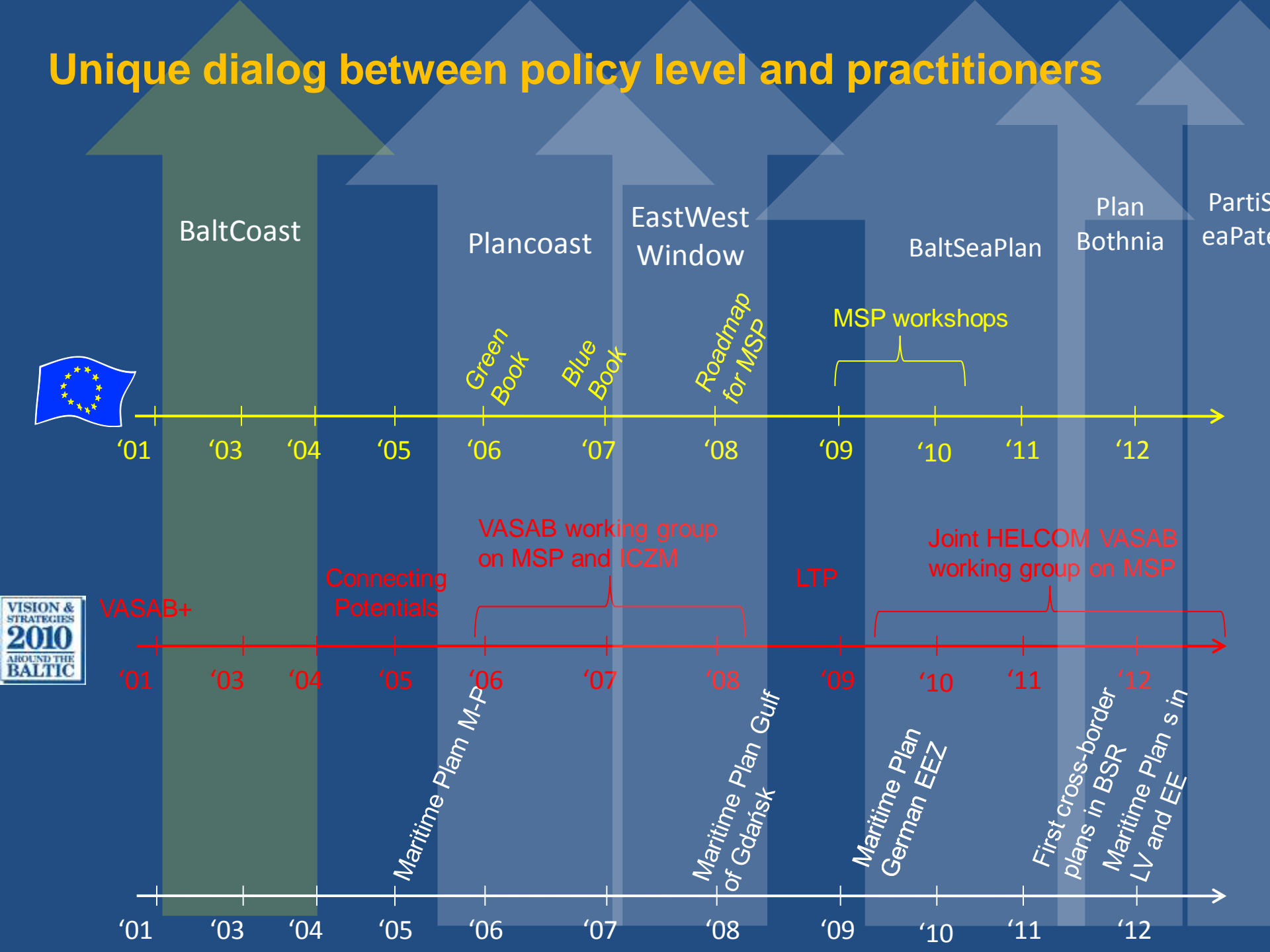


There is a Baltic model of MSP



External funding is part of it due to high transaction costs

Unique dialog between policy level and practitioners



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

Good practices and experience have been accumulated

What is still necessary:

1. In general: integration of MSP into routine policy making in our countries (building importance of MSP as decision making tool)

- Cross-sectorial and cross domain practical work
- Understanding what MSP can do for other policies and what other policies expect from MSP
- Land sea integration

2. Implementing BSR Governance model in line with an idea of coherent Baltic wide MSP (building trust)

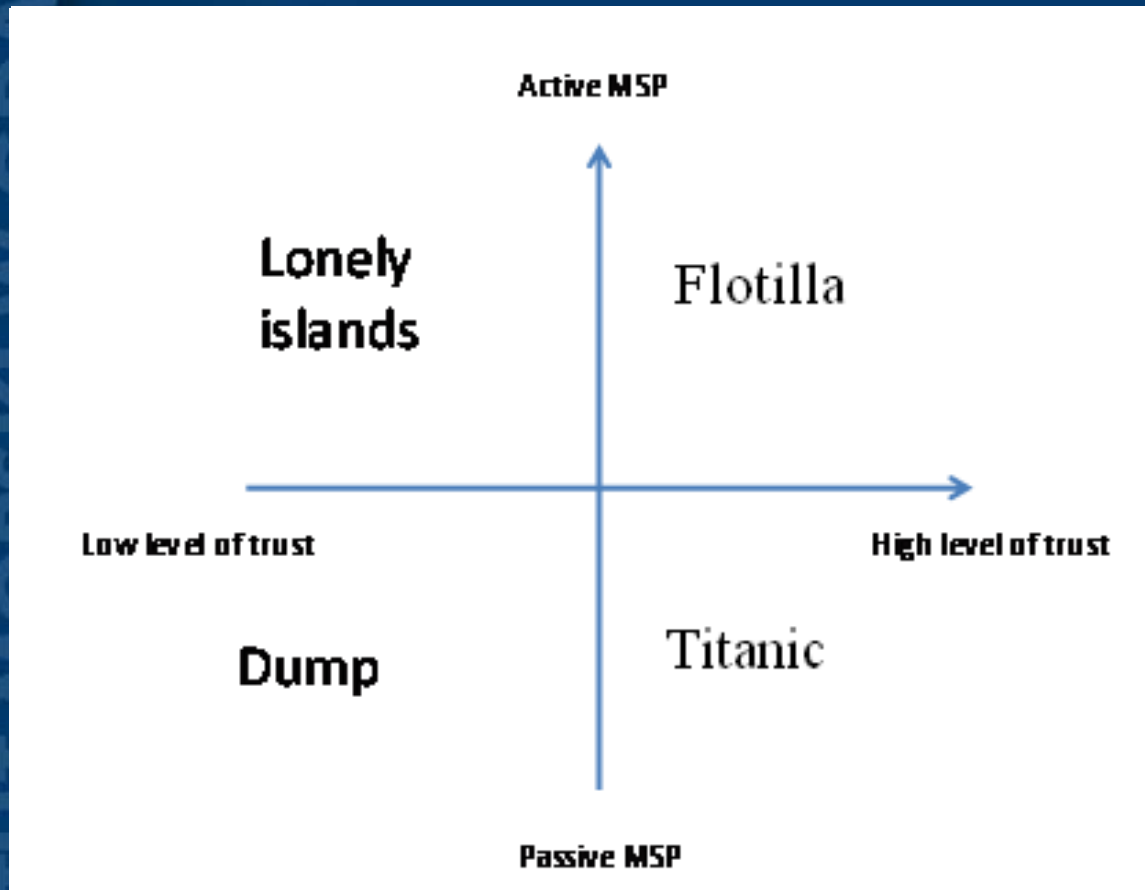
Integration of MSP into routine policy making in our countries (MSP and somebody else...)

1. Proactive planning with other sectors focus on key BSR projects e.g. Baltic Grid as suggested by LTP, synergy of uses
2. Assessment what MSP can do for other policies/directives
3. Incorporation of an idea of ecosystem services and their valuation into the MSP (e.g. services of sediments)
4. Assessment and testing impacts of MSP provisions on socio-economic development (Blue-Green growth)
5. Development of decision support tools for valorisation of MSP provisions in line with agreed societal goals and EU directives
6. Collecting existing knowledge on impacts of different maritime activities and making it MSP relevant (e.g. impact of noise...)
7. Bringing international sector stakeholders to early MSP stage (think of Scottish fishery survey). We have to GO TO stakeholders

Implementing BSR Governance model in line with an idea of coherent Baltic wide MSP :

1. Network of BSR MSP practitioners (portal, yearly conferences, experience sharing) plus exchange with people from North Sea (UK / NL)
2. 'BALTIC MSP SCHOOL'
3. Assessment of BSR targets but in spatial terms or/and way how they can be achieved
4. Branding BSR Vision 2030 and VASAB-Helcom Principles
5. Data sharing and coordination of data collection
6. Knowledge brokerage activities between researchers & planners (I believe that MSPler can "learn" / "get" sth. from some of the "world-wide" research)
7. Development of MSP tool-box: evaluation, monitoring, MSP in new fields like noise prevention

Future of the Baltic MSP



Passive MSP: all key taken outside the MSP planning domain.

Active MSP: the process is used for revealing and aggregation of preferences of different stakeholders with regard to the sea space

High level of trust: Baltic nations can easily agree on the most beneficial, from BSR point of view, locations of different sea activities & the benefits out of them are shared in a fair way.



Thank you for attention