



Document title	Assessment of the application of the Baltic Sea Common Regional Maritime Spatial Planning Framework: Preliminary findings
Code	2-5
Category	INF
Agenda Item	2 – Building up future common regional MSP framework
Submission date	19.3.2019
Submitted by	VASAB Secretariat
Reference	

Background

The Assessment of the application of Baltic Sea Common Regional Maritime Spatial Planning Framework is implemented in the frame of the EU funded project “Pan Baltic Scope”. The Assessment is implemented as one of the activities - Activity 1.1.4: Follow-up of Common Regional Framework - and is led by VASAB Secretariat. The Assessment shall support Joint HELCOM-VASAB Maritime Spatial Planning Working Group (MSP WG) in fulfilling their Work Plan 2017-2019. The Baltic Environmental Forum – Latvia (BEF-Latvia) has been contracted by the State Regional Development Agency of Latvia (VASAB Secretariat) to carry out the Assessment. The BEF -Latvia has sub-contracted Hendrikson&Ko, Estonia to support in the implementation of the Assessment.

Assessment of the application of the Baltic Sea Common Regional Maritime Spatial Planning Framework: Preliminary findings shall serve as an input for the discussion in the interactive workshop that will be a part of the Meeting

Action requested

The Meeting is invited to take note of the report and provide feedback during the interactive workshop



Preliminary findings

Assessment of the application of Baltic Sea Common Regional Maritime Spatial Planning Framework

**Input for discussion for workshop
on 27 March, 2019 in Hamburg**

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1. Introduction

The Assessment of the application of Baltic Sea Common Regional Maritime Spatial Planning Framework (hereafter – Assessment) is implemented in the frame of the EU funded project “Pan Baltic Scope” (<http://www.panbalticscope.eu/>). Duration of the “Pan Baltic Scope” project is January 2018-December 2019. The partnership is formed by 12 partners representing national authorities responsible in MSP and relevant macro-regional organizations.

The Assessment is implemented as one of the activities - Activity 1.1.4: Follow-up of Common Regional Framework - and is led by VASAB Secretariat. However, it has synergies and a need for communication with other activities, for example, Activity 1.1.1: Planning Forum. It is also important to recognise that the Assessment shall support Joint HELCOM-VASAB Maritime Spatial Planning Working Group (MSP WG) in fulfilling their Work Plan 2017-2019.

The Baltic Environmental Forum – Latvia (BEF-Latvia) has been contracted by the State Regional Development Agency of Latvia (VASAB Secretariat) to carry out the Assessment. The BEF -Latvia has sub-contracted Hendrikson&Ko, Estonia to support in the implementation of the Assessment.

The objective of the Assessment is to analyse the application, implementation, achievements and possible future adjustments to update the joint regional framework for Maritime Spatial Planning (MSP) process in the Baltic Sea Region (BSR):

- 1) Baltic Sea Broad-Scale Maritime Spatial Planning Principles (MSP Principles),
- 2) Guidelines on transboundary consultations, public participation and co-operation (Guidelines),
- 3) Regional Baltic Maritime Spatial Planning Roadmap 2013-2020 (Roadmap).

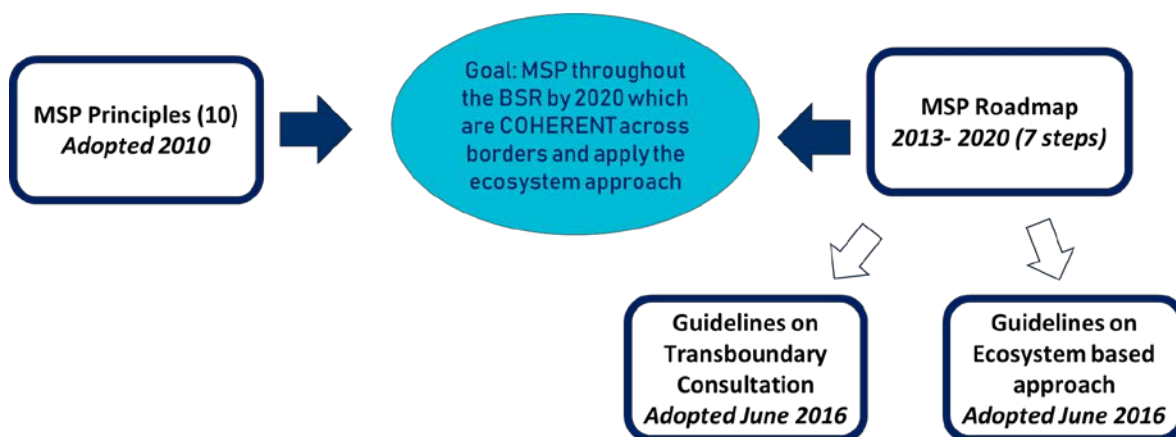


Figure 1. Common Regional MSP Framework

The geographical scope of the assessment: marine waters of countries around the Baltic Sea – Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia, Sweden.

The duration of the contract – 30.10.2018-27.12.2019.

2. Methodology of the assessment

The implementation of the Assessment demands to apply several methods, which are relevant to all three components of the Assessment. The experts use available published information and reports as well as on-line survey, interviews as well face-to face meetings and workshops. The assessment is carried out in close cooperation with the VASAB secretariat.

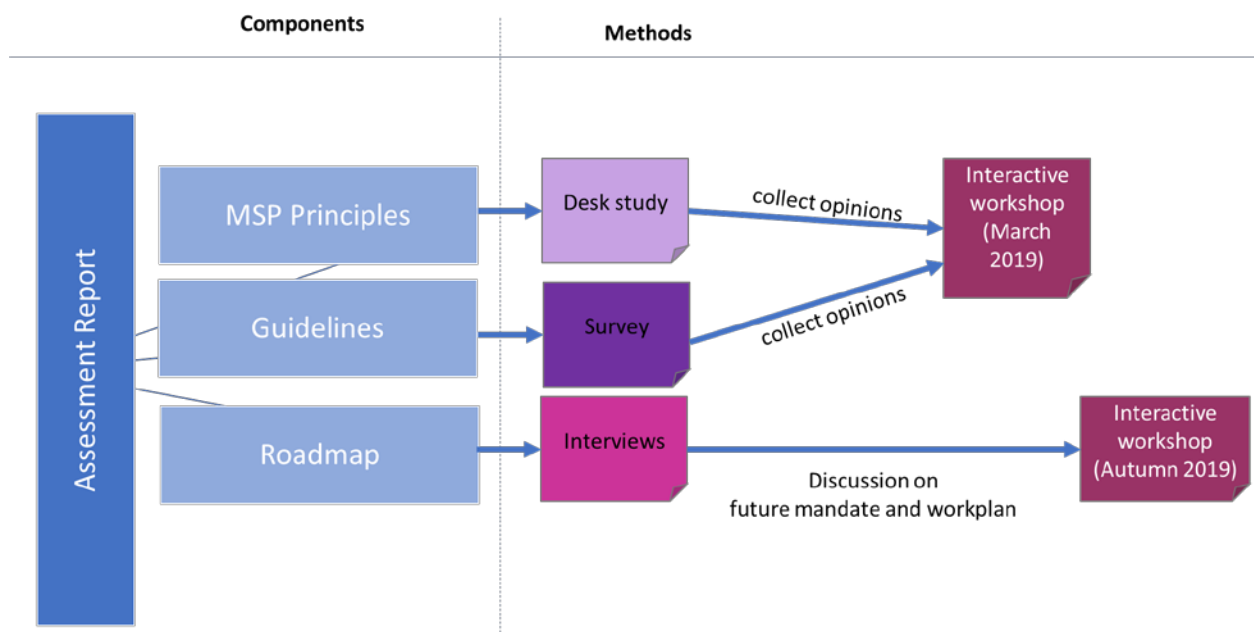


Figure 2.1. Methodology of the Assessment

2.1. Desk study

VASAB Secretariat is collecting the MSP Country Fiches in BSR and they are made available at VASAB and HELCOM websites. The link: <https://vasab.org/theme-posts/maritimespatial-planning/msp-country-fiches/>

European MSP platform is also presenting information on EU member States, including the Baltic Sea. The link: <https://www.msp-platform.eu/>.

The progress in cooperation and MSP implementation is also reflected in the Outcomes from HELCOM-VASAM MSP WG bi-annual meetings.

The countries are having information presented at their national web-sites.

2.2. Survey

The survey was carried out January-February 2019 and focused on implementation aspects of the Guidelines. Survey questions are presented in Annex 1. The survey was sent to the contact person in the countries in charge of the MSP and created as an online form. The list of the contact persons was updated in the 17th HELCOM-VASAB MSP Working Group meeting on 14-15 November in Riga, Annex 3 of the Outcome of the meeting.

2.3. Interviews

An interview as a method is selected to contribute to the evaluation of implementation of the Roadmap. The specific objectives of the interview are:

- to clarify the implementation status of the MSP Roadmap in the BSR countries and on pan Baltic level. The main information will have been obtained by the desk study, but during the interview the gathered facts shall be verified.
- To identify and propose possible future tasks to include in the MSP Roadmap must be indicated including also the future scope for regional cooperation.

The target group of the interview is the HELCOM-VASAB WG members. The interviews will be held additionally, based on the outcomes of the interactive workshop in March-April, 2019.

2.4. Interactive workshop, March 2019

Initially, an interactive workshop to collect opinions on implementation of the MSP Principles and Guidelines was scheduled as an event organized by VASAB back-to-back with HELCOM-VASAB MSP WG Meeting (February 2018). During the 17th HELCOM-VASAB Working group in Riga on 14-15 November, 2018, the meeting agreed that the HELCOM-VASAB MSP 18-2019 will be held during the on 27 March 2019 in Hamburg, Germany.

The BEF-Latvia and Hendrikson-Ko will take part in preparing contents for the workshop and moderating the sessions. The draft agenda is included in the report as Annex 3.

2.5. Workshop, autumn 2019

The BEF-Latvia will present the results of the Assessment and to participate in the discussion on the Roadmap as well as future mandate and workplan of HELCOM-VASAB MSP WG as well as input to HELCOM Baltic Sea Action Plan organized back-to-back with HELCOM-VASAB MSP WG Meeting. The workshop will be held in Autumn 2019.

2.6. Involved target groups of the assessment

The assessment depends on fruitful cooperation with key public stakeholders of the MSP sector in the Baltic Sea region. Therefore, the input from public authorities involved in MSP will be highly important to achieve desired quality of the assessment about the components of regional framework. The scheme (figure 2.6.) below shows involvement of stakeholders to provide input to the Assessment with regard to applied methods. Different methods (desk study (literature and available data review), interviews, survey, interactive workshop) have been identified and will be used to carry out assessment. As part of representatives of the public authorities shall be engaged in assessment of all three components, then the communication with them needs to be coordinated and they anticipated input clearly explained to avoid frustration. Moreover, the activities shall be coordinated with other Pan Baltic Scope project activities.

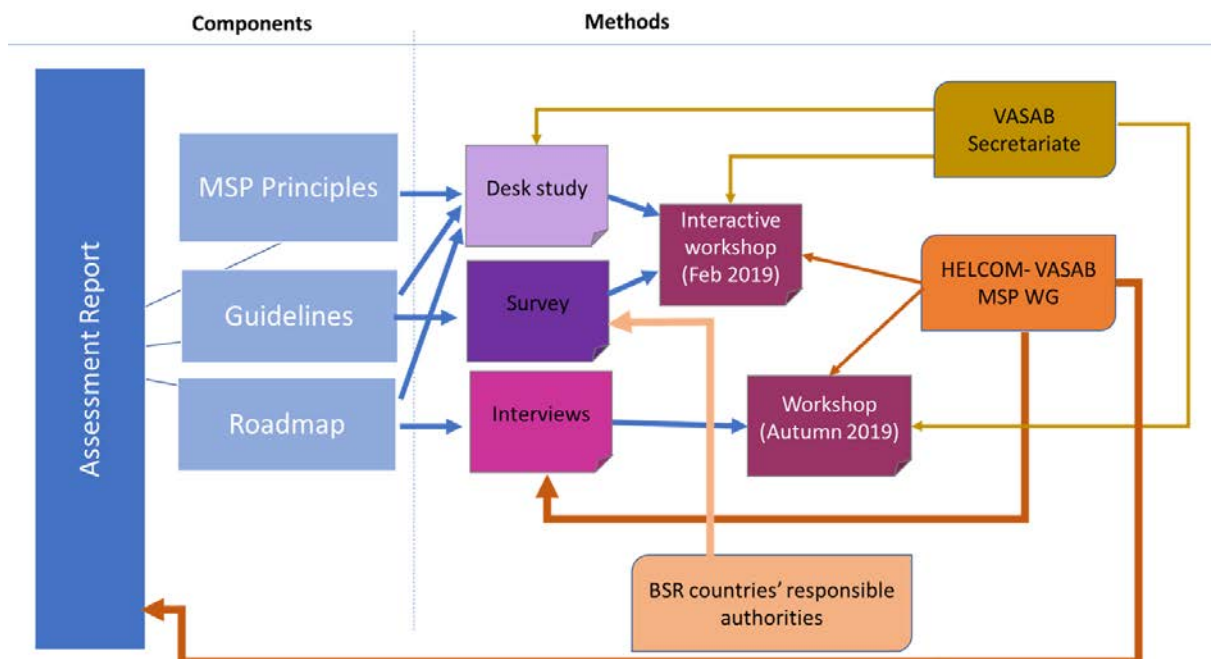


Figure 2.6. Involvement of stakeholders in the assessment

Several institutions are competent authorities for MSP in the Baltic Sea region as well having representation in the HELCOM-VASAB MSP WG. Survey, interviews and workshops of the three tasks must be mutually coordinated.

The list of institutions and persons involved the assessment presented in the below:

Country	Institution	Name Surname	Contacts	National contact	MSP WG
Denmark	Danish Maritime Authority, Ministry of Business and Growth	Suzanne Dael	+45 7219 6222 ssd@dma.dk	x	
Estonia	Ministry of Finance	Triin Lepland	+372 452 0521 triin.lepland@fin.ee	x	x
Finland	Ministry of the Environment	Tiina Tihlman	+358 29 5250296 +358 50 3041548 tiina.tihlman@ym.fi	x	x
Germany	Federal Maritime and Hydrographic Agency (BSH)	Kai Trümpler	+494031903520 kai.truempler@bsh.de	x	x
	State Chancellery of the State Schleswig-Holstein	Frank Liebreiz	+494319881734 frank.liebreiz@stk.landsh.de	x	
	Ministry for Energy, Infrastructure and Spatial	Petra Schmidt-Kaden	+49 385 5888400 petra.schmidt-kaden@em.mv-regierung.de	x	

	Development Mecklenburg-Vorpommern				
	Federal Ministry of the Interior, Building and Community		HIII2@bmi.bund.de	x	
Latvia	Ministry of Environmental Protection and Regional Development	Ingūna Urtāne	+371 67 026 926 inguna.urtane@varam.gov.lv	x	
		Kristīne Kedo	+371 667 026 558 kristine.kedo@varam.gov.lv	x	x
Lithuania	Ministry of Environment	Asta Rokickienė	+ 370 706 63610 asta.rokickiene@am.lt	x	x
		Algimantė Treinienė	+370 706 63623 algimante.treiniene@am.lt	X	
Poland	Ministry of Maritime Economy and Inland Navigation	Katarzyna Krzywda	+48 22 583 85 70 katarzyna.krzywda@mgm.gov.pl	x	x
	Ministry of Maritime Economy and Inland Navigation	Agata Zablocka	Agata.Zablocka@mgm.gov.pl	x	
	Maritime Office in Gdynia	Agnieszka Cwilewicz	+48 58 355 34 37 agnieszka.cwilewicz@umgdy.gov.pl	x	
	Maritime Office in Słupsk	Ryszard Hamerski	+48 59 848 19 93; internal 36 rhamerski@umsl.gov.pl	x	
	Maritime Office in Szczecin	Maciej Cehak	+48 91 440 32 38 mcehak@ums.gov.pl	x	
Russia	Scientific and Research Institute of Maritime Spatial Planning Ermak NorthWest (ErmakNW)	Andrey Lappo	a.lappo@mail.ru	x	x
		Larisa Danilova	lorhend@mail.ru	x	
Sweden	Ministry of Environment and Energy	Ida Reuterswärd	+46 (0)8-405 27 75 ida.reutersward@regeringskansliet.se	x	
	Swedish Agency for Marine and Water Management	Thomas Johansson	+ 46 (0)10-698 60 19 thomas.johansson@havochvatten.se	x	

3. Status of MSP process in the Baltic Sea countries

The map shall be developed based on the categories and data published in the HELCOM Data and Map services. The process steps to assess the progress in MSPS are defined according to the INSPIRE Directive 2007/2/EC and the Guidelines on transboundary MSP output data structure in the Baltic Sea.

Table: Status of MSP process

Process step	Definition
Preparation	Plan in the process of preparation - no official decision to elaborate the plan yet, but legislation is in the place and/or preparatory work for MSP has been launched (preparation of the ToR, context analysis etc.)
Elaboration	Plan is under elaboration - decision of the starting the plan has been taken by responsible authority and officially announced
Adoption	Plan is in the process of being legally adopted
Legally in force	Plan is already adopted and being legally binding or active.
Obsolete	Plan has been substituted by another plan, or is not any longer in force

Available spatial data in the HELCOM Data and Map services:

Dataset was collected during 2017 from national contact points of HELCOM-VASAB MSP Data group, which provided national planning areas based on requested format as agreed by the MSP Data group. The dataset was updated in 10 April 2018 for area coverage.

The latest updates have been for Poland (05.03.2019) and Sweden (21.01.2019- title of the titles of Swedish plans were corrected); however, information is **not fully consistent with actual status**. For example, Swedish and Estonian process is still classified as “preparation”. The understanding of the difference between “preparation” and “elaboration” shall be clarified or presented much more explicitly for those who are in charge of the up-date of the country’s profiles in the data layer “**maritime spatial plan area**”.

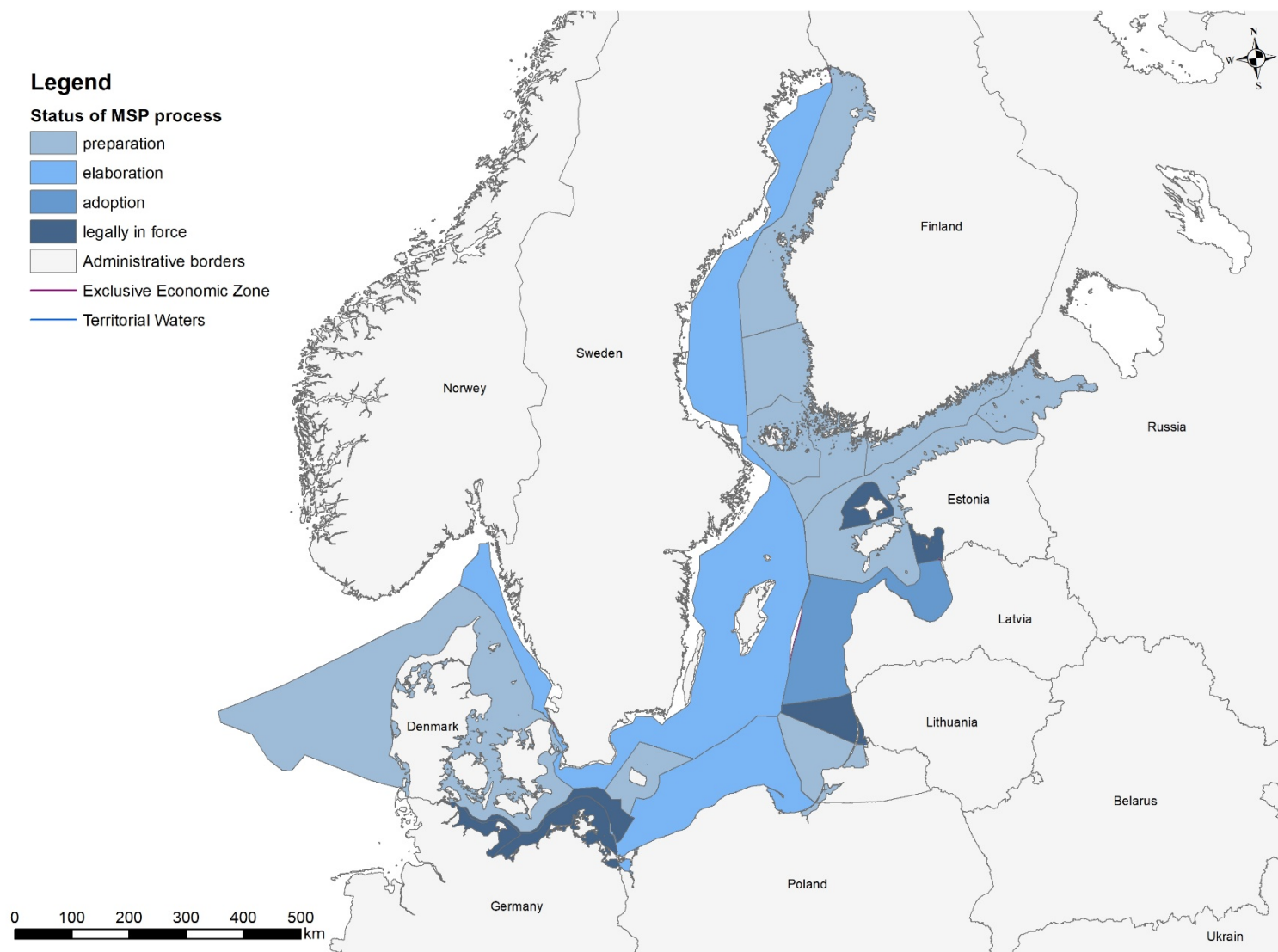


Figure. Status of MSP process in Baltic Sea. (based on HELCOM/VASAB 17th MSP WG report, 14.-15.11.2018)

4. Implementation of MSP Principles

“Baltic Sea broad-scale maritime spatial planning principles” (further in the text – MSP principles) were adopted by HELCOM Heads of Delegations meeting and by VASAB Committee on Spatial Planning and Development of the Baltic Sea Region in December 2010. Ten principles were adopted aiming to provide valuable guidance for achieving better coherence in the development of MSP systems in the Baltic Sea Region. The joint document lists the principles as well as provide definitions. It needs to be highlighted that MSP principles were adopted well before EU MSP Directive (2014/89/EU).

The EU MSP Directive contains minimum requirements for MSP which are also related to the MSP principles (see table 4.1.) as well as principles have been integrated in the legal text. Therefore, all EU Member States when transposing provisions of the EU MSP directive into national directive also integrates HELCOM-VASAB MSP principles. Till March 2019, legislation on MSP is not adopted in Russian Federation. The deadline for transposition of MSP Directive in national legislation and designation of competent authorities was 18 September 2016. All EU Member states around the Baltic Sea has transposed the directive requirements and notified on that to European Commission by 2018.

Table 4.1. A list of MSP principles and minimum requirements according to EU MSP Directive.

	VASAB-HELCOM MSP principles	EU MSP Directive, minimum requirements and the text.
1.	Sustainable management	(b) take into account environmental, economic and social aspects, as well as safety aspects
2.	Ecosystem approach	Recital (13); Article 5.; point 1.
3.	Long term perspective and objectives	-
4.	Precautionary Principle	Recital (14)
5.	Participation and Transparency	(d) ensure the involvement of stakeholders
6.	High quality data and information basis	e) organise the use of the best available data
7.	Transnational coordination and consultation	(f) ensure trans-boundary cooperation (g) promote cooperation with third countries
8.	Coherent terrestrial and maritime spatial planning	(a) take into account land-sea interactions (c) aim to promote coherence between maritime spatial planning and the resulting plan or plans and other processes, such as integrated coastal management or equivalent formal or informal practices
9.	Planning adapted to characteristics and special conditions at different areas	-
10.	Continuous planning	plans shall be reviewed by Member States at least every ten years (article 6.; point 3)

4.1. Sustainable management

This principle shall be discussed within the workshop.

One input could be also Swedish approach – launching a Sustainability Appraisal for the Baltic Sea. The methodology could be shared introduced as an example how to evaluate sustainability.

4.2. Ecosystem approach

The ecosystem approach, calling for a cross-sectoral and sustainable management of human activities, is an overarching principle for Maritime Spatial Planning which aims at achieving a Baltic Sea ecosystem in good status -a healthy, productive and resilient condition so that it can provide the services humans want and

need. The entire regional Baltic Sea ecosystem as well as sub-regional systems and all human activities taking place within it should be considered in this context.

In order to create a common understanding on how the ecosystem-based approach can be applied in drawing up a spatial plan for a sea area in accordance with spatial planning legislation in force in the Baltic Sea countries, the guideline for the implementation of ecosystem-based approach in Maritime Spatial Planning (MSP) in the Baltic Sea area was adopted by the 72nd meeting of VASAB CSPD/BSR on 8 June 2016 and approved by HELCOM HOD 50-2016 on 15-16 June 2016. The guideline presents main steps of the maritime spatial planning process and relevant tasks to be carried out for applying an ecosystem-based approach.

The guideline points out that some of key elements of the ecosystem-based approach are integrated more specifically into strategic environmental assessment (SEA). As the MSP are documents of national/transboundary character then SEA is a mandatory according to the Directive 2001/42/EC. *Pan Baltic Scope project supports the implementation of EBA through SEA procedure. The project will also carry out a study on SEA will look into the Southern Baltic Sea region with a transboundary perspective on Denmark, Sweden and Poland. The outcomes could be illustrated in the report at later stage.*

The MSP principle on EBA expects *that Maritime Spatial Planning must seek to protect and enhance the marine environment and thus should contribute to achieving Good Environmental Status according to the EU Marine Strategy Framework Directive and HELCOM Baltic Sea Action Plan.* To support the implementation of this aspect of the EBA, HELCOM GEAR Group in 2018 has produced a report that outlines the Roadmap of the HELCOM region coordination to ensure implementation of ecosystem approach.

4.3. Long term perspective and objectives

Maritime Spatial Planning should have a long-term perspective in relation to the goals. The MSP Directive indicates that plans shall be reviewed at least every ten years. This can be considered as long-term perspective as average sectorial policies are most often planned for 6th year period – bound to financial programming periods of the European Union.

The MSP principles call for clear and effective objectives to be formulated by a Maritime Spatial Plan. The effectiveness of the objectives could be assessed by the use of the measurable indicators that would allow to follow the progress.

Table 4.3. Type of the objectives and identified performance indicators used in MSP. (the table to be still filled in, based on Pan Baltic case study on monitoring of the implementation, based on the objectives)

Objectives	Indicators

4.4. Precautionary Principle

Precautionary principle implies to the planning approach to anticipate potential adverse effects to the environment before they occur. This principle is embedded in the Helsinki Convention calling its contracting parties “ to take preventive measures when there is reason to assume that substances or energy introduced, directly or indirectly, into the marine environment may create hazards to human health, harm living resources and marine ecosystems, damage amenities or interfere with other legitimate uses of the sea even when there is no conclusive evidence of a causal relationship between inputs and their alleged effects.”

EU Directive on strategic on the assessment of the effects of certain plans and programmes on the environment (SEA Directive 2001/42/EC) also refers to the importance that MS comply with precautionary principle.

Pan Baltic Scope has conducted a survey on SEA and EBA. The results would be integrated here in next phase.

4.5. Participation and Transparency

All relevant authorities and stakeholders in the Baltic Sea Region, including coastal municipalities as well as national and regional bodies, should be involved in maritime spatial planning initiatives at the earliest possible stage and public participation should be secured. Planning processes should be open and transparent and in accordance with international legislation.

A number of EU Directives and policy instruments set out requirements in relation to public participation. Some are fairly detailed, while others follow a more general approach. This MSP principle is also in line with the MSP Directive, the article 9 on the Public participation. The MSP directive requires that the Member States shall establish means of public participation by informing all interested parties and by consulting the relevant stakeholders and authorities, and the public concerned, at an early stage in the development of maritime spatial plans, in accordance with relevant provisions established in Union legislation.

Another important legal piece for the EU Member States is the Public Participation Directive 2003/35/EC which sets obligations arising under the Århus Convention, in particular by (a) providing for public participation in respect of the drawing up of certain plans and programmes relating to the environment; (b) improving the public participation and providing for provisions on access to justice. The MSP directive refers to the Directive 2003/35/EC as good example of public consultation provisions.

Table 4.5. An overview on public participation and access to information

Country	Information to general public	Commenting period	Consultation& involvement mechanism
Denmark	A draft plan published only digitally	6 months, but may be deviated in special cases; general public is commenting only digitally.	Plan shall be draw up other ministries affected and with the involvement of coastal municipalities and coastal regions as well as any relevant business and interest organisations
Estonia	Compulsory public displays on the web-site of the authority	Wider public as well as any stakeholder has the right to express their opinion about the plan in every phase of the planning process; Initial phase - may not be shorter than 30 days. Draft MSP – commenting phase at least 30 days.	Plan is prepared in cooperation with ministries and national associations of local authorities Any person who expresses an interest are invited to participate in development of the plan and notifies to the authority the method of communicating notices. Compulsory discussions are held in different stages of the planning process
Finland	The plan is published on internet	At least 30 days for expressing comments	The plan is developed in cooperation by regional authorities. Additionally, everyone can express their interest to participate.
Germany EEZ	The adopted plan (2009) is published on internet;	Commenting period at least 1 month;	Broad public participation was organised through consultations with stakeholders (agencies and NGOs).

	Draft plan shall be publicly available, incl. electronically		A public hearing on the draft plan– was held in Rostock in late 2008.
Germany (Mecklenburg-Vorpommern)	The plan (2016) is published on internet	Commenting period at least 1 month;	Two rounds of broad participation processes with regional conferences
Germany (Schleswig-Holstein)	The plan (2010) is published on internet; A new plan is in preparation	Commenting period at least 1 month;	Several public stakeholder meetings in different parts of Schleswig-Holstein.
Latvia	A draft plan published only digitally at the governmental platforms and web-sites	Not shorten than 30 days; the draft plan was consulted in 2 rounds– 18.12.2015-31.01.2016. and 27.07.-27.08.2019.	A special MSP working group consisting of representatives from relevant ministries, public administration, regional and local coastal municipalities, as well NGOs (about 30 members)
Lithuania	The plan is published on internet		Official public hearings, Ad hoc meetings with specific groups, individual negotiations. The plan was adopted by the Parliament, thus a lot of involvement of politicians.
Poland	The draft plan was displayed for public hearing in maritime offices and published on internet	The draft plan for consultation – 27.12.2018-13.02.2019. National consultation meeting on 15.01.	The stakeholder consultations are organized in several rounds along the MSP development process. Zero draft plan was consulted intensively with different stakeholders in June 2017. Eight specialised meetings (i.e. discussing concrete problems such as navigation or fishing in offshore wind farms) and one meeting for the general public were organised in the fall of 2017.
Russia	-	-	-
Sweden	The drafts are published on SwAM website. The adopted plan shall be available for public by SwAM	1 st round of consultations – 6 month (15.02.2018-15.08.2018) 2 nd round of consultations – 3 months (from 14.03.2019)	MSP shall be produced in closed cooperation by SwAM with National Board of Housing, Building and Planning; Swedish Board of Agriculture, municipalities, regional planning bodies, regional coordination bodies and county administrative boards.

4.6. High quality data and information basis

The importance of the high quality data and information basis is acknowledged by all BSR countries. Therefore, a lot of efforts are allocated to collect and store the data at national and/or regional level.

Data sharing is important requisite to ensure that the MSP is coherent across the borders. In order to facilitate coherent MSP process, the Guidelines on transboundary consultations, public participation and co-operation (elaborated by the joint HELCOM-VASAB MSP Working Group (HELCOM-VASAB MSP WG)) emphasizes the need for transboundary consultations at the early stage to avoid costly misalignments and negative environmental impacts, as well as promoting efficiency gains and synergies. The guidelines were agreed by the joint HELCOM-VASAB MSP Working Group in its 17th meeting on 14-15 November 2018,

Riga, Latvia and adopted by the VASAB CSPD/BSR in its 80th meeting on 22-23 January 2019, Schwerin, Germany.

The countries have agreed to work towards common Baltic MSP web-map, hosted by HELCOM Map and Data Service - <http://maps.helcom.fi/website/mapservice/index.html>. The files are available for download and use in different planning steps and purposes.

The work on data sharing is also supported by the EU Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE Directive) which aims at making data harmonized and published in open standard format across all EU countries by the end of 2020.

4.7. Transnational coordination and consultation

The assessment of this principle is carried out in the chapter 5 on the implementation of the Guidelines on transboundary consultations, public participation and co-operation.

4.8. Coherent terrestrial and maritime spatial planning

Assessment on land sea interactions is carried out by Pan Baltic Scope. There has been a scoping report developed and the project will produce a handbook for LSI in the BSR and country information relevant for planners with a LSI perspective.

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

Maritime spatial planning should acknowledge the characteristics and special conditions of the different sub-basins of the Baltic Sea and their catchments. This principle is implemented in several BSR countries where marine waters are divided accordingly.

Sweden is elaborating three maritime spatial plans: Bothnian Bay, Baltic Sea, Western Waters (Skagerrak/Kattegat).

In addition to the national MSP, the Poland elaborates maritime plans for for Szczeciński Lagoon and Kamieński Lagoon; Maritime Spatial Plans for Vistula Lagoon.

In Finland, there will be four plans: one for the northern Bothnian Sea, Quark and Bothnian Bay, one for the Archipelago Sea and southern Bothnian Sea; the third for the Gulf of Finland and fourth for the territorial water of Åland.

4.10. Continuous planning

Maritime spatial planning should reflect the fact that planning is a continuous process that will need to adapt to changing conditions and new knowledge. The Article 6, point 3 of the EU MSP Directive requires that the plans are reviewed by Member States at least every ten years.

Country	Status of MSP	Frequency of the review of the plan
Denmark	Preparation	at least every 10th year
Estonia	Elaboration	After 7 years
Finland	Elaboration	Depending on the need
	Legally in force since 19.12.2009; updated version in 2021	After 5 years
Germany (Mecklenburg-Vorpommern)	Legally in force since 09.06.2016	After 5 years
Germany (Schleswig-Holstein)	Legally in force since 04.10.2010; currently under revision	After 5 years
Latvia	Adoption	After 6 years

Lithuania	Legally in force since 11.06.2015. and valid till 2020.	n.a.
Poland	Elaboration	n.a.
Russia	Preparation	n.a.
Sweden	Elaboration	After 8 years

Baltic Scope project developed a guidance on evaluation and monitoring transboundary collaboration in MSP (in 2017¹). The guidance contains the framework on the evaluation which will be tested in the Pan Baltic Scope project for Poland and Latvia. The results of the evaluation will be also reflected in this report at later stage.

¹ http://www.balticscope.eu/content/uploads/2015/07/BalticScope_EvaluationMonitoring_WWW.pdf

5. Application of Guidelines on transboundary consultations, public participation and co-operation

The 12th Meeting of the Joint HELCOM-VASAB MSP Working Group held in Gdansk on 24-25 February 2016 approved the *Guidelines on Transboundary Consultations, Public Participation and Co-operation* (the Guidelines). The Guidelines contain the Glossary of the key terms and definitions, and two sets of recommendations: 1) Recommendations for Transboundary consultation and Cooperation for a specific MSP Process and 2) Recommendations for transboundary pan-Baltic cooperation on MSP.

Based on survey (Annex 1) results a comparative analysis of application of Guidelines in countries around the Baltic Sea will be conducted and results presented in the chapter.

The participants of the survey – representatives of the competent authorities and/or Members of the HELCOM-VASAB MSP Working Group – have pointed out that the transboundary consultation for them has been experienced mainly after the adoption of the Guidelines. Representatives from Latvian and Sweden MSP authorities have experience before the adoption of the Guidelines.

5.1. Scope of the transboundary consultation

The Guidelines recommend broadening the scope of transboundary dialogue: Building on the Espoo Convention while strengthening the scope of consultation. The transboundary consultation shall be at full-scale with a broader range of MSP issues, in particular socio-economic ones (synergies, opportunities, conflicts).

The scope of the transboundary consultation on MSP varies between the countries which depends on the status of process in the country. The common feature is to include strategic environmental impact assessment in the consultation process. Majority of the countries are consulting with neighbours on overall aims and objectives of maritime spatial plans (potentially including visions and priorities) whereas only three countries will also consult particularly on socioeconomic aspects: trends and future perspectives. The countries are also pointing out that transboundary consultations are used to review on potential conflicts and synergies.

Full maritime spatial plan is/will be consulted by almost all of the Member States. This issue is related to documents made available for the competent authority and stakeholders of the neighbouring country. January 2019 Denmark was preparing to launch the MSP process; therefore the scope of transboundary consultation process has not yet been decided.

5.2. Coherence of maritime spatial plans

The overall aim of the cooperation between countries in maritime spatial planning is to ensure that maritime spatial plans are coherent and coordinated across the marine region concerned. The maritime spatial planning shall avoid spatial misalignments and thus potential conflicts between the countries.

Table 5.2. Maritime issues assessed in transboundary context to avoid misalignments²

	Estonia	Finland	Germany (MV)	Latvia	Lithuania	Russia	Poland	Sweden
Shipping line and maritime traffic	x	x	x	x		x	x	x
Cables and pipe lines		x	x				x	x

² Denmark has not yet started the MSP elaboration, there information is not presented.

Production of renewable energy		x	x	x	x		x	x
Nature conservation interests (birds and mammals)		x	x		x		x	x
Management of Fish resources		x					x	x
Environmental pollution		x				x		x
Cultural heritage		x						
Maritime tourism		x				x	x	

Shipping lines, avoiding potential conflicts between shipping and offshore wind farms.

This issue has been recognised by almost all countries. Transboundary discussions have been on how to harmonise the “spatial presentation” of the maritime traffic in MSP; as well as how to ensure that new developments of offshore wind energy parks do not create barriers and risks for safety of shipping.

Cables and pipe lines

The issue has been identified as important for some of the countries. The coherence in alignment of cables is important not only externally (between the countries) but also within the national boundaries - between EEZ and territorial waters, between territorial waters and terrestrial areas. Alignment of cables and pipe lines is also looked within Environmental Impact Assessment and its transboundary consultation process. Placing new cables in the marine environment might cause significant negative impact of environment, therefore countries have experience in consultation process with regard to the alignment of this type of infrastructure.

Offshore wind energy

The development of this new sea use has been discussed transboundary rather intensively. Positive outcome can be observed that the designated areas for wind park development has been located in “cross-border” areas, e.g., between Estonia and Latvia; Latvia-Lithuania; Germany-Sweden-Denmark.

When planning offshore wind energy areas, the cumulative impacts on environment from total development areas in the Baltic sea area is not yet fully assessed. The issue has been mainly focused on the connectivity of the offshores to the grid and its capacities.

Nature conservation interests (birds and mammals)

The importance of cooperation on nature conservation interests in transboundary context have been recognised by almost all countries. The authorities have been concerned about the potential impacts on nature protection sites in neighbouring countries. A topic on reservation in the plan the space for green - blue corridors has been pointed out by Lithuania and Poland.

Management of fish resources

Finland, Sweden and Poland see importance of MSP to coordinate also management issues fish resources. In the Baltic Sea fishing activities take place also outside national boundaries, therefore the issue on taking into account the interests of foreign fishermen is seen important to avoid potential conflicting situations.

Environmental pollution

The impact of economic activities on the state of the environment in the neighbouring countries is also recognised as an issue to be considered in transboundary cooperation. Traditionally the environmental pollution is in focus of the strategic environmental impact assessment of the draft plans. However, there is an increasing interest to integrate in MSP also more directly the environmental objectives as defined by the Marine Strategy Framework Directive. The work on marine environmental indicators, including HELCOM core indicators stimulate the transboundary cooperation in this aspect.

Maritime tourism

Ferries, cruises as well as sailing is important aspects in MSP as well. The avoiding any barriers or extra navigation is particularly essential for regularly ferry lines, for example, Gdańsk and Stockholm /Nynashamn, Helsinki-Tallinn; Liepaja – Nynashamn.

Cultural heritage

Finland is the only country that has identified the cultural heritage issue that needs to have a coherent approach transnationally.

5.3. Timing of the MSP transboundary consultation process

“Timing of formal transboundary consultations remains a critical issue. In order to give neighbouring countries a chance to understand the essence of the envisaged plan, and a real chance to contribute not only to the planning provisions/solutions but also to the planning process, it is necessary to start consultations before the maritime spatial plan is fully drafted.”

The past practice to start the transboundary consultation when maritime spatial plan and related Environment Report is drafted based on requirements of ESPOO Convention and EU SEA Directive 2001/42/EC. According to these documents the Member State in whose territory the plan is being prepared shall, before its adoption or submission to the legislative procedure, forward a copy of the draft plan and the relevant environmental report to the other Member State. With that the Member States agree on detailed arrangements of the consultations.

The guidelines recommend that the consultations are started before the MSP is fully drafted. The MSP directive 2014/89/EU requires that the Member States bordering marine waters shall cooperate to ensure coherence of the plans. No special procedure or requirements on consultation required.

As survey results show (Figure 5.3), the countries enter transboundary consultation at different phases of the elaboration of MSP. Few countries (Finland, Latvia and Sweden) has launched the transboundary process in the same time when elaboration of the national plan has started. Poland has started when the stocktaking and assessment of the current situation has been completed, whereas Estonia when the main aims and objectives have been drafted. Germany, including Mecklenburg-Vorpommern, is the country which was the frontrunner in development of MSP for their EEZ (before MSP directive and the guideline), therefore they took the approach to consult on the draft plans. Denmark and Russia have not started transbaoundary consultation as the elaboration of the MSP has not yet been started.

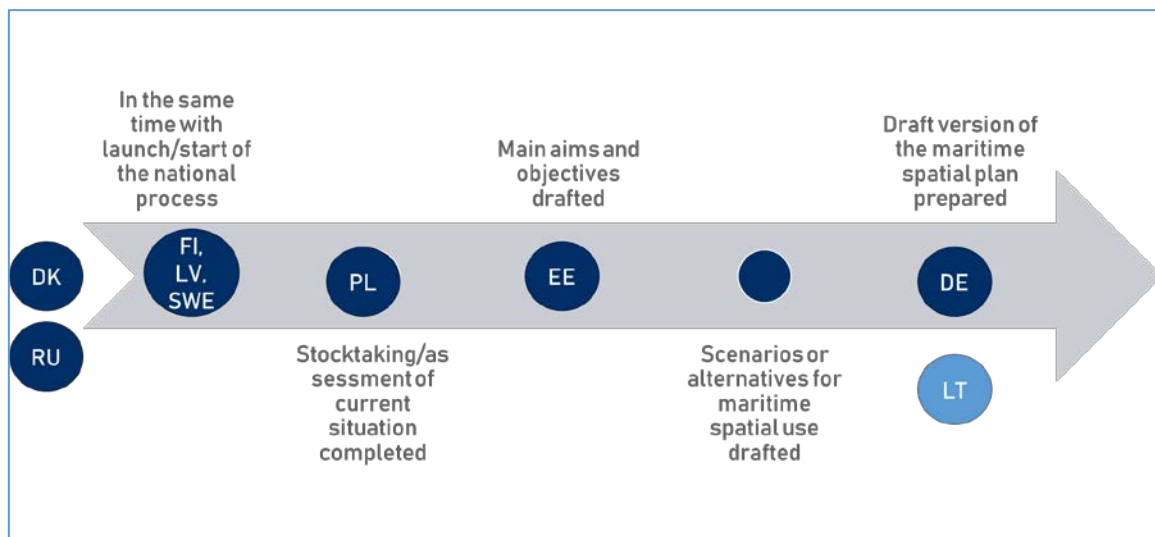


Figure 5.3. Launch of the transboundary consultation process

There have been many complaints about the transboundary consultation process of the Strategic Environmental Assessment, that there is likely no chance to influence essentially the decision making if the well-elaborated draft of the plan or programme is presented for commenting.

5.4. Information and knowledge sharing

The Guidelines outline several steps to be followed by the Baltic Sea countries. At first, it is recommended that all BSR countries and the relevant pan-Baltic organisations should be informed when the impact of the plan is of pan-Baltic nature. Up till now Estonia and Finland has sent the information on the start of MSP process to all BSR countries. Other countries have focused the consultation process with the neighbouring countries. In case of Sweden, these are almost all BSR countries, except Russia, covered by the consultation process. Germany (Mecklenburg-Vorpommern) has sent the information only to the contact person in charge of SEA in the country and not to MSP contact persons.

The competent authorities should inform their neighbouring counterparts of their intention to start a MSP process by a formal letter/e-mail in English (or national language of the addressees). The survey results in table 5.4., illustrates that almost all countries observe also official information routines. The competent authorities shall also inform the neighbouring countries not only about the intention to start MSP process, but also when the stakeholder process begins in order to give the neighbouring country the option of installing a parallel domestic stakeholder process (or public participation) on issues of cross-border significance. This has been followed by several countries.

The competent authorities clearly state the intention and the nature of the maritime spatial plan, so other countries can understand the possible influence and the impacts of the plan. This point in recommendation is also implemented by majority of countries. However, the information included in the initial announcement letter might be generic as the MSP process is at the beginning and it is rather difficult to estimate potential impacts. Therefore, it is mainly explaining the nature of the maritime spatial plan as well describing its boundaries (e.g., national or regional plan).

The Guidelines also encourage that competent authorities (preferably via National MSP contact points) ask for relevant documents and any other information, if available (or public sources of such information) from the neighbouring countries. The requested documents and information should have an impact on the development of the envisaged plan, such as environmental data and information on human uses of the sea, in particular with cross-border elements (e.g. issues suggested under Article 8 of Directive 2014/89/EU of the European Parliament and of the Council). The survey reveals that this recommendation is not

implemented to the full scale. Only few countries have used this approach – Poland, Germany (Mecklenburg-Vorpommern) and Latvia.

Table. 5.4. Steps were taken to inform neighbouring countries about your MSP process

	EE	FI	DE (MV)	LV	LT	PL	SE
Information on the start of MSP process was sent to all BSR countries	x	x					
Information on the start of MSP process was sent to direct neighbouring countries				x	x		x
Information was sent to the contact person in charge of the MSP in the country		x		x		x	x
Information was sent to the contact person in charge of the SEA in the country	x		x	x			x
Information on the start of MSP process was sent to the relevant pan-Baltic organisations		HELCOM, VASAB				HELCOM-VASAB MSP WG	
The information was sent in the form of a formal letter/e-mail in English (or national language of the addressees)	x	x		x	x		x
The sent information stated the intention and the nature of the maritime spatial plan	x		x	x	x		x
The sent information including estimated time schedule of MSP process and stakeholder involvement	x		x	x		x	x
Your organisation requested for relevant documents and any other information, if available (or public sources of such information) from the neighbouring countries			x	x		x	
Information was sent once the stakeholder process begins in order to give the neighbouring country the option of installing a parallel domestic stakeholder process (or public participation) on issues of cross-border significance		x	x	x			X (*)

* In Sweden, the consultation period started 4 months later than in the national consultation. However, earlier stages of consultation started at the same time nationally and internationally.

The competent authorities were asked to make self-assessment with regard to their effort to provide information to the neighbouring countries. About half of the countries are satisfied with own efforts in providing information while other half see a room for improvement in future.

5.5. Transboundary consultation strategy

The Guidelines emphasizes an importance of the establishment of appropriate consultation and communication formats. The transboundary consultation approach shall include a minimum the following features of the consultations format should be taken care of in the early planning phases:

- Direct communication at the level of the competent authorities is essential for building up a capital of trust, so networking between the competent authorities and MSP practitioners should be encouraged. This method has been implemented Estonia, Finland, Latvia, Lithuania, Poland.
- Face to face meetings with the neighbouring countries are encouraged, to present and discuss the planned MSP process. This method has been practiced by all BSR countries. Finland organised a consultation meeting in early stage of the elaboration of the MSP to discuss potential conflicts as well as the procedure of the development of MSP. Additionally, HELCOM-VASAB MSP WG meetings also has been a platform where to communicate and exchange information.
- Direct communication to stakeholders on the planned undertaking is also important both in the country itself and in the neighbouring countries. There have been several cases that the competent authorities travelled to the neighbouring countries in the early stages of elaboration of a maritime spatial plan and explain their plans and intentions. This mainly was due to the ongoing transboundary projects (Partiseapate; Estonian-Latvian cross-border MSP project). During the development of the Latvian MSP, early meetings were arranged with stakeholders in Lithuania and Estonia.
- Alternatively, National MSP contact points from neighbouring countries are invited to the country which prepares the plan. This method was explored by Sweden within the Baltic Scope and Pan Baltic Scope Project.

Language of communication with neighbouring countries is very essential to ensure adequate stakeholder involvement. Most common practice is to send information in English. The documents in English are accompanied by summary in national language. Thus, the minimum requirement of the guidelines that the nontechnical summary of the draft MSP and maps with legends are translated and provided to the neighbouring countries.

Germany (Mecklenburg-Vorpommern) has fully translated all documents into the national language of Poland - neighbour. For direct communication during meetings representatives from Germany partly used English but, in most cases, interpreters were hired to translate to Polish thus providing opportunity for a full communication.

There is a debate between countries whether it is necessary to send the printed document package as such or rather to submit an electronic version of the files or provide a link where documents can be seen or downloaded.

The Guidelines point also an issue of the technical language which might cause misunderstanding if not clearly understood. The experience in using the official translation service without abilities to ensure "quality control" of the translation into neighbouring country's language has led to some misinterpretation of "true" issue. Therefore, a draft MSP and the Environment Report in good English quality might be more efficient in transboundary consultation.

Response to the received comments during the transboundary consultation

To ensure long-lasting cooperation, it is essential that the countries also receive a response on how their comments have been taken into account. A feedback loop is considered a good practice in public participation, in general. The methods are various – from formal letter to organisation of extra meetings to discuss issues of concern. As majority of the countries are still in process of the elaboration of MSP then the commenting and responding to the comments are still ahead.

Germany (Mecklenburg-Vorpommern) having accomplished the transboundary consultation process. They organised cross-border and transnational meetings on conflicting issues. Information on remarks taken or not taken into account were published online. Poland has also organised a transnational meeting to discuss the received comments for solving conflicting issues.

Latvia have organised transboundary consultation process with neighbours in two rounds – in 2015 and 2018. When sending the 2nd draft MSP for commenting, a letter was included information and justification to earlier comments on to what extent their remarks have been taken into consideration in the process of drafting the 2nd version of MSP. Some of the remarks have been also discussed informally in meetings and events organised in the frame of the ongoing transnational projects in the Baltic Sea.

Sweden who has closed the submission of the comments are reviewing them and are going to send the official letter to neighbours as response to the received comments.

The respondents of the survey were also asked to provide their evaluation on the communication efforts. A majority of the countries are fully satisfied with own efforts in communication. However, Russian competent authority is not directly engaged in the cooperation and communication on the MSP. This has been admitted also by colleagues. Germany (Mecklenburg-Vorpommern) and Latvia evaluate that improvement is needed next time, for example additional discussions meetings with neighbouring countries would be beneficial.

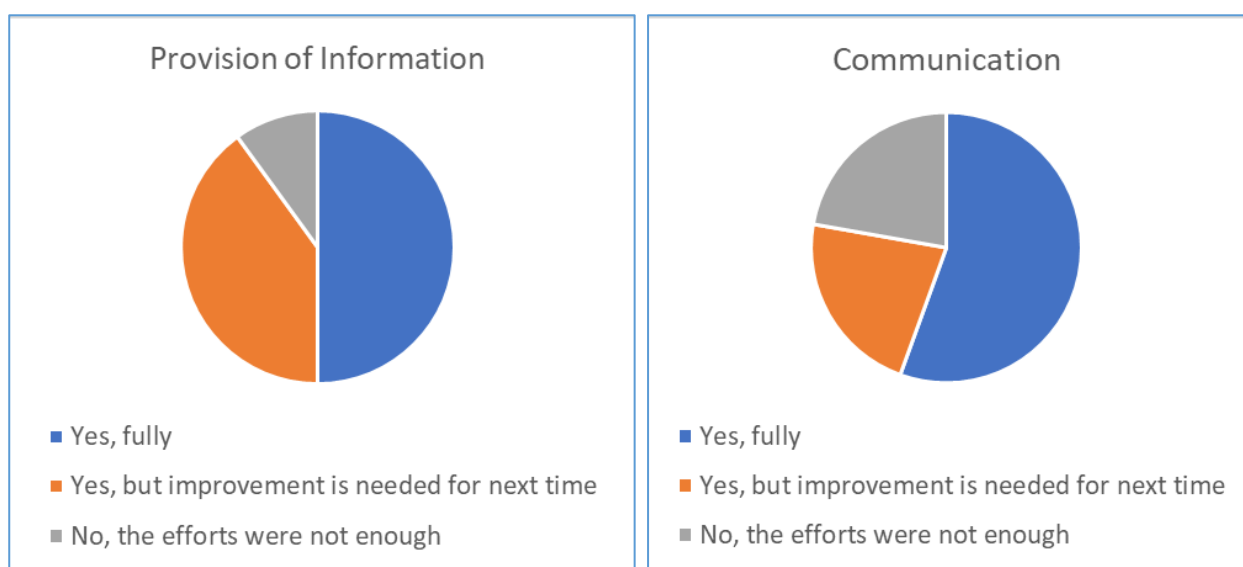


Figure 5.5. Self-evaluation of information provisioning and communication efforts.

5.6. Stakeholder involvement

The competent authorities of BSR neighbouring countries approached by the competent authorities from the country that is developing the maritime spatial plan are in charge of organising stakeholder process in own country depending on existing procedures on public participation. The Guidelines recommend several steps to be followed the authorities of the BSR neighbouring countries.

Launch of stakeholder involvement by the authorities of the BSR neighbouring countries

The guidelines recommend that the competent authority initiate and run a stakeholder involvement process within the territory of their state immediately after obtaining the request and in line with information received (on the intention and the nature of the plan). It seems this step of the recommendation is implemented in the practice. In Sweden and Latvia, the stakeholder process is implemented via ESPOO contact points on the strategic environmental assessment. They communicate in coordinated way about both processes MSP and SEA.

Extent and methods used for stakeholder involvement in the neighbouring country

The procedure for stakeholder involvement varies between the Baltic countries. Majority of countries (Finland, Sweden, Latvia) send an e-mail to the selected stakeholders and publishes information at internet

for wider public. The received written comments from national stakeholders are collated and sent to the relevant neighbouring country.

There has been an experience that representatives of the country in charge of MSP participated in the consultation meeting in the neighbouring country. When implementation of transboundary maritime project is ongoing in parallel, the consultation process is supplemented by wider stakeholder involvement via several meetings with representatives from the country developing MSP. They are invited to present and discuss their work and draft MSP and the Environment Report, thus direct coordination of interests between the countries are facilitated.

Issues of concern

The stakeholders have been concerned about the impact on national interests of the country, e.g., impact on environmental quality due to intensified or new sea uses, impact on resources due to exploration activities and unsustainable use, undisturbed shipping activities.

Different data format and no access to the draft MSP in GIS format is one of the issues pointed out. In order to ensure coherence and consistencies between the plans, it is important that the data files are made available as well.

Self-evaluation of the transboundary consultation organised within the country

The respondents of the survey were also asked to provide their evaluation on consultation in the country aiming at collecting the comments from own stakeholders and public on the draft MSP of the neighbouring country. A majority of the countries are fully satisfied with own efforts in arranging consultation. Similarly, as mentioned above on communication and information, Russian is not yet implementing the consultations as procedure has not been established. Germany (Mecklenburg-Vorpommern) and Latvia evaluate that improvement is needed next time. Latvia would like to involve more actively established MSP cross-ministerial/ transdisciplinary working group established to support national MSP process.

5.7. Informal transboundary cooperation processes

The Guidelines encourage the competent authorities of the BSR also to undertake informal cooperation activities thus to strengthen exchange of information and experiences. The respondents of the survey have pointed out transnational projects (Pan Baltic Scope, Plan4Blue, Baltic Scope, Partiseapate) that strengthens the cooperation, as well as HELCOM-VASAB MSP WG and EU MSEG. Despite of the fact that MSP WG is established the formal cooperation platform between BSR countries, the respondents also acknowledge informal spirit and information exchange happening “outside” the regular WG meetings’ agenda.

Field trip for participants to demonstrate Finnish underwater biodiversity research in the context of MSP has been also mentioned as important method for informal consultation. International environmental and economic forums in Russia has increased awareness of the issue. The developed MSP games help authorities and colleagues to engage with for the general public.

Almost all respondents acknowledged that the informal transboundary cooperation process delivers following benefits:

- It facilitates the informal supply of information outside the narrow confines of (potentially restrictive) formal channels;
- Informal discussions can be initiated as a useful vehicle for brokering common solutions and preventing emerging conflicts;
- Build trust, and also to know who to communicate with during formal processes.

Further on, through informal activities, people understand better the planning systems and procedures in the neighbouring country.

5.8. Main challenges and proposals for improvement

The section will be drafted after the March workshop. The section will outline and describe main challenges to implement guidelines as well as suggestions for improvements.

The survey indicates the following issues:

- *Too many formal meetings and letters. There should be informal collaborations to have constructive results.*
- *Discussing the topics that are of very low or non-direct importance as the cross-boarder issue*
- *Changing of the MSP contact point without informing the concerned countries.*
- *Presentation of finished materials only at meetings without prior review.*
- *Although the main steps and principles of transboundary consultation are in general clear, a development of a separate transboundary consultation strategy could be considered for future case.*

5.9. Good practices

Swedish approach to arrange transboundary consultation process from “formal” and “informal” elements has been recognised as best practice. The approach that all countries are addressed and invited to participate is well recognised. The informal consultation has been possible due to ongoing Pan-Baltic wide cooperation projects where Sweden is the lead partner.

Another important criterion for satisfied consultation process is about the response and feedback to received comments and the integration or rejection for revised version of MSP. The clear and justified explanation and response letter from the country developing MSP to the country concerned is very important. The response letter of the Latvian competent authority to neighbouring countries has been mentioned as good practise example, too.

Another example is related to the setting shipping routes between Latvia and Sweden.

Polish MSP review process is also well recognised by the colleagues from Russia who have been involved as neighbouring country in their transboundary consultation process.

6. Evaluation of MSP Roadmap

MSP Roadmap was adopted to fulfil the goal of drawing up and applying maritime spatial plans (MSPs) throughout the Baltic Sea region by 2020. The MSPs shall be coherent across borders and apply the ecosystem approach. The MSP Roadmap includes necessary steps in seven fields in order to achieve the goal as well as timeline. The Roadmap was drafted by the MSP WG and adopted by the HELCOM Ministerial Meeting on 3 October 2013 and agreed by the 62nd VASAB CSPD/BSR meeting.

The implementation of the MSP RoadMap is supported by the HELCOM-VASAB MSP Working Group and its work plans: 2014-2016 and 2017-2019. The progress with implementation is regularly reviewed at the HELCOM-VASAB MSP working group.

6.1. The evaluation of the MSP Roadmap

The chapter will present the evaluation results to which extent all tasks within MSP Roadmap are implemented in the countries around the Baltic Sea and on pan Baltic level.

One of the first tasks in Roadmap is to ensure intergovernmental cooperation. The transboundary Pan-Baltic cooperation on MSP is also highlighted by the Guidelines. To implement that the key role is envisaged to the bodies of HELCOM and VASAB as well as jointly established HELCOM-VASAB MSP WG. Respondents of the survey were asked to evaluate the role of HELCOM and VASAB in supporting transnational consultation process on MSP. The role has been assessed mainly as significant and very significant. HELCOM and VASAB cooperation structures and established working groups are seen as key tool to inform about the MSP process and to use the events also for networking. For Denmark, the role has been neutral (MSP process is still in preparation). HELCOM and VASAB is having key role to ensure cooperation with Russia for whom the EU directives are irrelevant as well as Russia has not ratified the ESPOO Convention on assessment of environmental impacts which also requires transboundary consultations.

Although HELCOM and VASAB are important cooperation mechanism for BSR countries, one needs to bear in mind that in terms of transnational consultation, the legal obligations set by European and international law might be even more important.

Table. 6.1. Overview on evaluation of the implementation of the MSP Roadmap

	Status	Success	Challenges	Involved parties
1. Intergovernmental cooperation on MSP				
1.1. Cooperate in the field of MSP using inter alia the HELCOM-VASAB MSP WG framework and thus facilitate reaching the target of drawing up and implementing transnationally coherent Maritime Spatial Plans applying the ecosystem approach throughout the region by 2020	HELCOM-VASAB MSP WG is actively facilitating cooperation between the countries	This mechanism is very well recognised.		HELCOM and VASAB Secretariats, Competent authorities of Baltic Sea States
1.2. Take into consideration and cooperate upon global	Participation in various EU and UN events			HELCOM and VASAB Secretariats, Competent authorities of Baltic Sea States; stakeholders

	Status	Success	Challenges	Involved parties
and European policy and regulatory developments related to MSP				
1.3 Draft and adopt by 2015 Baltic Sea regional “Guidelines on transboundary consultations and cooperation in the field of MSP”	The Guidelines adopted in June 2016 together with the guidelines on public participation			HELCOM; VASAB; Competent authorities of Baltic Sea States
1.4. Coordinate the MSP related actions and projects				HELCOM; VASAB;
2. Public participation				
2.1. Draft and adopt by 2015 guidelines on public participation	The Guidelines adopted in June 2016 together with the guidelines on transboundary consultation		Took longer time.	HELCOM; VASAB; Competent authorities of Baltic Sea States
3. Ecosystem approach in MSP				
3.1. Draft and adopt by 2015 procedurally oriented Baltic Sea regional Guidelines	The Guidelines adopted in June 2016		Took longer time.	HELCOM; VASAB; Competent authorities of Baltic Sea States
4. Information and data for MSP				
4.1. Identify by 2013 competent contact points for MSP	The list of contact point are regularly updated and shared			VASAB
4.2. Share basic, relevant and available MSP related information	The information is shared via HELCOM Data and Map Service			HELCOM; Competent authorities of Baltic Sea States
4.3. Promote the creation and sharing of MSP relevant Baltic Sea regional datasets	The guidelines Guidelines on transboundary MSP output data structure in the Baltic Sea adopted in January 2019			HELCOM-VASAB MSP Data ESG.
4.4. Utilize existing processes for sharing of spatial information including	HELCOM Data and Map Service; EMODNET			HELCOM; Competent authorities of Baltic Sea States
4.5. Prepare a future oriented report by 2015	The report on marine and maritime			HELCOM team in cooperation with

	Status	Success	Challenges	Involved parties
on marine and maritime activities	activities has been produced by HELCOM 2018. HELCOM Assessment on maritime activities in the Baltic Sea 2018. Baltic Sea Environment Proceedings No.152. Helsinki Commission, Helsinki. 253pp. (BSEP152, 2018)			various projects and relevant HELCOM Working Groups(Maritime, Response, Fish, and others)
5. Education for MSP				
5.1. Promote the education and professional development of MSP planners	Summer schools for Phd students and early carrier professionals have been carried out; support from the BONUS programme (e.g. BASMATI, BALTSPACE)			Students and Universities from Baltic sea countries: - Klaipeda, 2016 - Copenhagen, 2018 - Turku, 2019
5.2. Initiate and draw lessons from practical sub-regional experiences of coherent MSP to try out guidelines and joint regional working practices	Various projects and workshops have been supporting this task			HELCOM; VASAB; Competent authorities of Baltic Sea States, Other stakeholders
6. National and Baltic Sea regional frameworks for MSP in place				
6.1 National frameworks for coherent MSP are in place in all Baltic Sea countries by 2017	All Baltic Sea countries, except Russia is part of the EU, thus the national frameworks are established on the same principles and minimum requirements. The legal transposition of the requirements of	MSP Directive has facilitates cooperation and the coherence in MSP		Competent authorities of Baltic Sea States

	Status	Success	Challenges	Involved parties
	the MSP directive been accomplished.			
6.2. Apply by 2018 Baltic Sea regional "Guidelines on transboundary consultations and cooperation in the field of MSP"	The status of the application of the guidelines varies between countries (See section 5)			Competent authorities on MSP; support by transnational/cross-border projects
6.3. Apply by 2018 Baltic Sea regional "Guidelines on public participation for MSP with transboundary dimensions".	The status of the application of the guidelines varies between countries (See section 5)			Competent authorities on MSP; support by transnational/cross-border projects
6.4. Apply by 2018 Baltic Sea regional "Guidelines on the application of EA in transnationally coherent MSP".	The status of the application of the guidelines varies between countries (See section 4.2.)			Competent authorities on MSP; support by transnational/cross-border projects
7. Evaluation and follow-up				
7.1. Take further steps related to regular monitoring and evaluation needs of MSP	Assessment report is carried out in 2019.			VASAB; HELCOM-VASAB WG, Competent authorities on MSP
7.2. Update the Roadmap, if necessary, in 2014 after HELCOM and VASAB ministerial meetings and assess the implementation of this Roadmap 2016, 2018 and 2020	The Roadmap has been as a part of HELCOM-VASAB MSP WG work plan.			HELCOM-VASAB

6.2. Proposals for future tasks for MSP Roadmap beyond 2020

Based on the evaluation as well as discussion during the workshops with HELCOM-VASAB MSP WG members the proposals for MSP Roadmap beyond 2020 will outline. The table below specifies the proposed structure of the Roadmap.

Table.6.2. Proposals for future tasks for MSP Roadmap beyond 2020.

Action/ Task	Description	Responsible body	Deadline

Annex 1. Survey template

A Survey of the responsible authority of MSP in the Baltic Sea Region on the application of Guidelines on transboundary consultations, public participation and co-operation

The 12th Meeting of the Joint HELCOM-VASAB MSP Working Group held in Gdansk on 24-25 February 2016 approved the *Guidelines on Transboundary Consultations, Public Participation and Co-operation* (the Guidelines). The Guidelines contain the Glossary of the key terms and definitions, and two sets of recommendations: 1) Recommendations for Transboundary consultation and Cooperation for a specific MSP Process and 2) Recommendations for transboundary pan-Baltic cooperation on MSP.

The survey shall support the assessment on how transboundary consultation is organized in the countries around the Baltic Sea and to which extent Guidelines are being implemented. The assessment is organised by VASAB Secretariat subcontracted to the Baltic Environmental Forum- Latvia within the project "Pan Baltic Scope". You are kindly asked to fill in the survey as a representative of competent authority or MSP national contact person of your country.

1. Information about the Respondent

1.a. Country	Click or tap here to enter text.
1.b. Organisation	Click or tap here to enter text.
1.c. Contacts for clarification needs	Click or tap here to enter text.

2. What kind of experience do you have with the transboundary consultation of MSP? *(multiple choices)*

2.a. I have organised the process on behalf of my country	<input type="checkbox"/>
2.b. I have organised the consultation process about MSP of a neighbouring country	<input type="checkbox"/>
2.c. I have participated in the process as involved stakeholder	<input type="checkbox"/>
2.d. Other (please specify)	Click or tap here to enter text.

3. When did you had experience with the transboundary consultation of MSP? *(only 1 answer)*

3.a. Before adoption of the Guidelines (February 2016)	<input type="checkbox"/>
3.b. After adoption of the Guidelines	<input type="checkbox"/>

4. Scope of the transboundary consultation: which issues are/have been included in transboundary consultation of MSP? *(multiple choices)*

4.a. Overall aims and objectives of maritime spatial plans (potentially including visions and priorities)	<input type="checkbox"/>
4.b. Environmental impact assessment	<input type="checkbox"/>
4.c. Socioeconomic aspects: trends and future perspectives	<input type="checkbox"/>
4.d. Potential Conflicts and Synergies	<input type="checkbox"/>
4.e. Full maritime spatial plan	<input type="checkbox"/>

5. Coherent maritime spatial plans: which maritime planning issues are/were assessed in transboundary context to avoid misalignments? *(multiple choices)*

	Yes	Description
5.a. Shipping line and maritime traffic <i>(please tick the relevant and describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.b. Cables and pipe lines <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.c. Production of renewable energy <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.d. Nature conservation interests (birds and mammals) <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.e. Management of Fish resources <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.f. Environmental pollution <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.g. Cultural heritage <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.h. Maritime tourism <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.
5.i. Other issues <i>(please describe the issue)</i>	<input type="checkbox"/>	Click or tap here to enter text.

6. Timing of the transboundary consultation process: when did your country STARTED the transboundary process? *(question relevant for the countries who have experience in organising the process)* *(only 1 answer)*

6.a. In the same time with launch/start of the national process	<input type="checkbox"/>
6.b. When the stocktaking/assessment of current situation was completed	<input type="checkbox"/>
6.c. When main aims and objectives were drafted	<input type="checkbox"/>
6.d. When scenarios or alternatives for maritime spatial use were drafted	<input type="checkbox"/>
6.d. When draft version of the maritime spatial plan was prepared	<input type="checkbox"/>
6.e. Other <i>(please specify)</i>	Click or tap here to enter text.

7. Timing of the transboundary consultation process: when did your country were INVOLVED in the transboundary consultation of neighbouring MSP process? *(question relevant for the countries who have experience in the participation of the process)*. Please fill in the table.

Country which involved you	Title of the maritime spatial plan	When your organisation was involved?	Was there a timing of consultation appropriate?

8. Which steps were taken to inform neighbouring countries about your MSP process? (The answer to be provided by the competent authority) (multiple choices)

8.a. Information on the start of MSP process was sent to all BSR countries	<input type="checkbox"/>
8.b. Information on the start of MSP process was sent to direct neighbouring countries	<input type="checkbox"/>
8.c. Information was sent to the contact person in charge of the MSP in the country	<input type="checkbox"/>
8.d. Information was sent to the contact person in charge of the SEA in the country	<input type="checkbox"/>
8.e. Information on the start of MSP process was sent to the relevant pan-Baltic organisations (please specify to which organisations)	Click or tap here to enter text.
8.f. The information was sent in the form of a formal letter/e-mail in English (or national language of the addressees)	<input type="checkbox"/>
8.g. The sent information stated the intention and the nature of the maritime spatial plan	<input type="checkbox"/>
8.h. The sent information including estimated time schedule of MSP process and stakeholder involvement	<input type="checkbox"/>
8.i. Your organisation requested for relevant documents and any other information, if available (or public sources of such information) from the neighbouring countries	<input type="checkbox"/>
8.j. Information was sent once the stakeholder process begins in order to give the neighbouring country the option of installing a parallel domestic stakeholder process (or public participation) on issues of cross-border significance	<input type="checkbox"/>
8.k. Other steps taken to inform neighbouring countries and /or pan-Baltic organisations (please describe)	Click or tap here to enter text.

9. Communication and cooperation with neighbouring country during the development of maritime spatial plan (The answer to be provided by the competent authority) (multiple choices)

9.a. Direct communication with the competent authorities of neighbouring countries by phone or in relevant events and occasions	<input type="checkbox"/>
9.b. Arranging meeting for competent authorities of neighbouring countries for MSP to explain the nature of the maritime spatial plan and to discuss potential conflicts and synergies	<input type="checkbox"/>
9.c. Other methods or comments (please describe)	Click or tap here to enter text.

10. Language of communication (The answer to be provided by the competent authority) (multiple choices)

10.a. The following information is sent in English to the neighbouring countries: (Please describe)	Click or tap here to enter text.
10.b. The following information is sent in national language of a neighbouring country (Please describe)	Click or tap here to enter text.
10.c. Information is not translated; the sent letter contains a link to published document in the language of the country that develops MSP	<input type="checkbox"/>
10.d. other option (Please describe)	Click or tap here to enter text.

11. Response to received comments during the transboundary consultation (The answer to be provided by the competent authority) (multiple choices)

11.a. A formal letter is sent to the neighbouring country to inform to what extent their remarks have been taken into consideration in the process of drafting the plan	<input type="checkbox"/>	Commenting
11.b. A formal letter also justifies the remarks that have not been taken into account in the drafting the plan	<input type="checkbox"/>	
11.c. A cross-border meeting is organised to discuss the conflicting issues	<input type="checkbox"/>	
11.d. A transnational meeting is organised to discuss the conflicting issues	<input type="checkbox"/>	
11.e. Other approach (<i>please describe</i>)	Click or tap here to enter text.	

TRANSBOUNDARY CONSULTATION PROCESS IN THE NEIGHBOURING COUNTRY

12. Launch of stakeholder involvement by the authorities of the BSR neighbouring countries (**The answer to be provided by the competent authority or involved stakeholder**) (*multiple choices*)

12.a. A stakeholder involvement process was initiated immediately after obtaining the request from the neighbouring country	<input type="checkbox"/>
12.b. A stakeholder involvement process was initiated later (<i>please describe when and reasons for starting the process later</i>)	Click or tap here to enter text.

13. Extent of stakeholder involvement in the neighbouring country (**The answer to be provided by the competent authority or involved stakeholder**) (*1 answer*)

13.a. Stakeholder involvement by asking only selected stakeholders for opinion on the draft maritime spatial plan	<input type="checkbox"/>
13.b. Stakeholder involvement organised as formal full-scale public participation	<input type="checkbox"/>
13.c. Special procedure organised to ensure stakeholder involvement (<i>please describe</i>)	Click or tap here to enter text.

14. Methods for stakeholder involvement in the neighbouring country (**The answer to be provided by the competent authority or involved stakeholder**) (*multiple choices*)

14.a. A consultation meeting or several are/were organised for stakeholders at national level	<input type="checkbox"/>
14.b. A representative of the country in charge of MSP participated in the consultation meeting in the neighbouring country	<input type="checkbox"/>
14.c. A consultation was organised via written communication without holding a meeting	<input type="checkbox"/>
14.d. Stakeholders were asked to contribute with their information and data	<input type="checkbox"/>
14.e. Other methods (<i>please describe</i>)	Click or tap here to enter text.

15. Issues of concern: Which issues have been most critical in your consultation process? (**The answer to be provided by the competent authority or involved stakeholder**) (*multiple choices*)

15. a. In the context of data and information accuracy and availability (<i>please describe</i>)	Click or tap here to enter text.
15.b. In the context of impact on national interests (<i>please describe</i>)	Click or tap here to enter text.
15.c. in the context of coherence of MSP (<i>please describe</i>)	Click or tap here to enter text.

15.d Other (<i>please describe</i>)	Click or tap here to enter text.
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16. How the follow-up of the transboundary consultation in the neighbouring country (The answer to be provided by the competent authority or involved stakeholder) (multiple choices)

16.a. The response letter from the competent authority is published at the web-site of the competent authority	<input type="checkbox"/>
16.b. The response letter is forwarded to stakeholders who participated in the consultation process	<input type="checkbox"/>
16.c. The response letter is forwarded to all relevant stakeholders, including those who did not contribute directly to the consultation but are important.	<input type="checkbox"/>
16.d. No follow-up steps	<input type="checkbox"/>
16.e. Other steps (<i>please specify</i>)	Click or tap here to enter text.

INFORMAL TRANSBOUNDARY COOPERATION PROCESSES

17. Which fora, occasions or other ways have you used for strengthening transboundary consultation process on MSP?

Please describe Click or tap here to enter text.

18. What benefits do you receive from informal cooperation process?

18.a. It facilitates the informal supply of information outside the narrow confines of (potentially restrictive) formal channels	<input type="checkbox"/>
18.b. Informal discussions can be initiated as a useful vehicle for brokering common solutions	<input type="checkbox"/>
18.c. Build trust, and also to know who to communicate with during formal processes	<input type="checkbox"/>
18.d Other (<i>please describe</i>)	Click or tap here to enter text.

TRANSBOUNDARY PAN-BALTIC COOPERATION ON MSP

19. How important has been HELCOM and VASAB role in supporting transnational consultation process on MSP?

Very significant	Significant	Neutral	Slightly insignificant	Insignificant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please justify for answer Click or tap here to enter text.

20. Which of the established expert groups for MSP topics do you see as very needed?

Please describe Click or tap here to enter text.

21. Any additional comments? (please feel free to write in)

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Thank you for your participation in the survey!

Annex 2. Draft agenda of the interactive workshop on 27 March, 2019 in Hamburg



Co-funded by the
European Maritime and
Fisheries Fund of the
European Union

27 March 2019
Hamburg, GERMANY

Draft Agenda

An interactive workshop on

Assessment of Regional MSP Framework

27 March, venue (tbc)

8:45	Registration
9:00	Opening , <i>by VASAB Secretariat</i>
9:10	Introduction to the Assessment of the application of Baltic Sea Common Regional Maritime Spatial Planning Framework <i>by the consultant, BEF and Hendrikson&Ko</i>
9:20	Preliminary findings on the application of the Baltic Sea Broad-Scale MSP Principles in the partner countries <i>by the consultant, BEF and Hendrikson&Ko</i>
9:40	Preliminary findings on the application guidelines on transboundary consultations, public participation and co-operation <i>by the consultant</i>
10:00	Survey results on the application of ecosystem approach and SEA <i>By P. Arndt, BSH, Germany</i>
10:15	Discussion on the preliminary findings, proposals for adjustment and new MSP principles; moderated by consultants
11:00	Coffee break
11:10	A Brief overview on the implementation of the Roadmap <i>by the consultant, BEF and Hendrikson&Ko</i>
11:20	Ecosystem Toolbox – outcome of the Pan Baltic Scope <i>by J. Schmidtbauer Crona, SwAM, Sweden</i>
11:30	Discussion on initial steps for upcoming Roadmap and broader MSP context; moderated by consultants
12:15	Wrap-up
12:30	Closed

Swedish Agency
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