



# SURVEY OF RUSSIAN STAKEHOLDERS IN MARITIME SPATIAL PLANNING

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# OBJECTIVES AND GENERAL CHARACTERISTICS OF THE SURVEY

Within the framework of the project-platform Capacity4MSP, ErmakNW conducted a survey of MSP stakeholders. It was based on the successful MSP experience in European countries, one of the features of the development of which is that throughout the planning process, broad public participation is provided; workshops and roundtables were held with the participation of stakeholders at both the state and local level, for private stakeholders, legal and individuals. The questionnaire covered the economic, social and environmental aspects of the MSP, as well as involved the stakeholders who were identified and mapped at the previous stage of the project. The stakeholders were preliminary, within the framework of the report, divided into groups, according to which six questionnaires were developed corresponding to the groups of respondents, their roles, influence on the processes, and planned long-term MSP decisions.

In this work, the MSP process is considered as a tool for overcoming obstacles to resolving spatial conflicts between groups of sea users, that is, stakeholder management should be aimed at identifying the interests of stakeholders, analyzing and forming an effective process of interaction among them. The answers received during the survey will form the basis for further planning and interaction steps, since the main idea of stakeholder participation in the MSP process is to involve as many stakeholders as possible in the dialogue, ensuring the optimization of the process of such interaction.

The survey identified "key tasks", competencies and capabilities of stakeholders, which allow not wasting additional time and resources, and foresee or even avoid conflicts of sea users, having previously resolved possible conflict situations when the interests of stakeholders intersect at an early stage of planning process.

The collection of primary information and the processing of responses was carried out by the online survey on the TESTOGRAF platform.

The purpose of this study is to establish a dialogue between MSP planners and stakeholders in the implementation phase of MSP. The adopted strategy (tactics) is based on the successful world experience of maritime states, results of current and recently completed MSP projects, as well as ongoing MSP processes in the Baltic Sea Region. This strategy makes it possible to take into account the needs and desires of all parties involved in MSP - government, business, coastal population.

The object of the research was the answers received during the questionnaire, reflecting the interests, capabilities and expectations of the four groups of respondents:

- state and regional authorities involved in making decisions related to MSP;
- local governments of coastal regions and municipalities;
- representatives of state and regional business and public organizations;
- other stakeholders.

Scientific and high educational organizations did not take part in the survey, except for the cases when their representatives are also included in other groups of respondents. For example, a representative of a scientific organization may also represent a public association or council. The decision to exclude them was made because the survey for scientific and educational organizations should be of a different nature and take into account their competencies largely in the MSP process. It is assumed that such a survey will be carried out by the project after clarifying the objectives and content of the questionnaire and replenishment of the database.

**Sample size:** 450 requests were sent, to which 220 responses were received.

*Table 1. Sample size*

	In Total	Baltic Sea	Barents Sea	Other RU seas
	Quantity, Units			
<b>Requests sent</b>	450	210	30	210
<b>Replies received</b>	220	156	6	58
<b>Support MSP</b>	149 (68%)	93 (60%)	3 (50%)	56 (88%)
<b>Support the development of a pilot MSP in their regions</b>	137 (63%)	116 (75%)	5 (83%)	21 (33%)

In the analysis, the stakeholders of the Baltic Sea Region are separately identified, since in BSR, the participation of representatives of the Russian Federation in pan-Baltic and pilot national projects on MSP is most widespread and the level of awareness is the highest. The survey made it possible to assess the needs and interests of stakeholder groups - regional authorities, local governments, regional business structures and public organizations, as well as identify stakeholders for active interaction and involvement in the MSP process.

The greatest response in the survey process was received from regional authorities and local self-government.

*Table 2. The number of respondents who completed the survey by groups*

Groups of respondents	Requests sent	Answers received	%
<b>State authorities</b>	39	3	7,7
<b>National business and public organizations</b>	24	1	4,2
<b>Regional authorities and local government bodies</b>	209	180	86,1
<b>Regional business and public organizations</b>	112	9	8
<b>Others</b>	66	27	40,9
<b>In Total</b>	450	220	48,9

The largest number of responses was received from respondents from the Northwest Region of Russia, which is the most aware of and involved in the processes related to MSP, since the

Baltic Sea Region (BSR) today is a platform for active transboundary dialogue of the BSR countries within the framework of various interstate cooperation programs (Table 3).

Many reviewers in the framework of the “regional survey” noted the lack and urgent need for interaction between regions and with foreign countries. Maritime spatial planning is much more related to international framework than landscape planning. These international instruments are generally less specific with regard to stakeholder management, compared to more detailed legislation governing the landscape planning (see, for example, the Guidelines for transboundary consultations, public participation and cooperation, HELCOM-VASAB, 2016<sup>1</sup>).

*Table 3. Location of respondents*

<b>Regions</b>	<b>Answers received</b>	<b>%</b>
<b>St. Petersburg</b>	116	57
<b>Leningrad region</b>	46	23
<b>Kaliningrad region</b>	8	4
<b>Republic of Sakha (Yakutia)</b>	6	3
<b>Khabarovsk Krai</b>	6	3
<b>Primorsk Krai</b>	5	2
<b>Chukchi Autonomous Area</b>	3	1
<b>Arkhangelsk region</b>	2	1
<b>Magadan region</b>	2	1
<b>Murmansk region</b>	2	1
<b>Nenets Autonomous Area</b>	2	1
<b>Yamal-Nenets Autonomous Area</b>	2	1
<b>Kamchatka Krai</b>	1	0
<b>Republic of Dagestan</b>	1	0
<b>Sakhalin Oblast</b>	1	0
<b>Taimyr (Dolgano-Nenets) Autonomous Area</b>	1	0
<b>Astrakhan region</b>	0	0
<b>Krasnodar Krai</b>	0	0

<sup>1</sup> <https://helcom.fi/media/documents/Guidelines-on-transboundary-consultations-public-participation-and-co-operation-June-2016.pdf>

Regions	Answers received	%
Republic of Kalmykia	0	0
Rostov region	0	0
Republic of Karelia	0	0

Many respondents from regional authorities noted the need to change legislative acts and transfer powers from the state to the regional level (Fig. 10, 11). Since the territorial sea and internal sea waters do not enter the boundaries of the territory of the constituent entities of the Russian Federation, in order for the constituent entities of the federation to implement legal regulation of relations in the water area of the territorial sea and inland sea waters, a special act of state legislation is required, defining the limits of their competence. In addition, it is necessary to regulate the rules for determining zones in the territorial sea and inland sea waters, to which the territories of the constituent entities of the federation adjoin.

As part of the formation of the database of stakeholders, at the previous stage, groups of interest in MSP were identified and a matrix of stakeholders was created. In the course of the questionnaire, contacts of interested parties ready for open dialogue and close cooperation were obtained, which made it possible to correct and supplement the database.

# STATE AUTHORITIES

- The questionnaires were sent to all relevant ministries and departments of the state authorities, but many letters and questionnaires were left blank and unanswered. The obtained data (answers of 3 respondents) is not enough to obtain a representative result, however, on a number of positions it was possible to obtain a unanimous opinion of the respondents, in particular:
- all respondents consider it necessary to improve the state management of maritime activities of the Russian Federation;
- all respondents believe that MSP can act as an instrument of state regulation of the management of marine areas in Russia, and for its implementation it is necessary to adopt MSP act;
- all respondents noted that their organizations do not cooperate with international organizations in projects related to marine coastal areas, and do not participate in environmental activities in the coastal areas of the Russian Federation.

The section “results of the survey” presents answers from stakeholders of state significance, however, as mentioned earlier, the number of answers is not enough to obtain information on a number of questions of interest and conduct analytical work within this group of stakeholders. The lack of activity and desire to interact on the part of the state authorities and business structures can be dictated by the conditions and principles of the organizations' work: a rigid vertical form of government, lack of awareness and the lack of responsible public relations officials.

## RESULTS OF THE SURVEY OF STATE AUTHORITIES

*Table 4. Do Russia need to improve the state management of maritime activities?*

Answers	Quantity, Units	%
Yes	3	100
No	0	0

*Table 5. Can MSP be used as a tool for the state management of maritime activities?*

Answers	Quantity, Units	%
Yes	3	100
No	0	0

Table 6. Do the implementation of MSP requires the adoption of the MSP Act?

Answers	Quantity, Units	%
Yes, MSP Act required	3	100
No, it is enough to adjust existing laws	0	0
No, sea management framework does not require any improvement	0	0

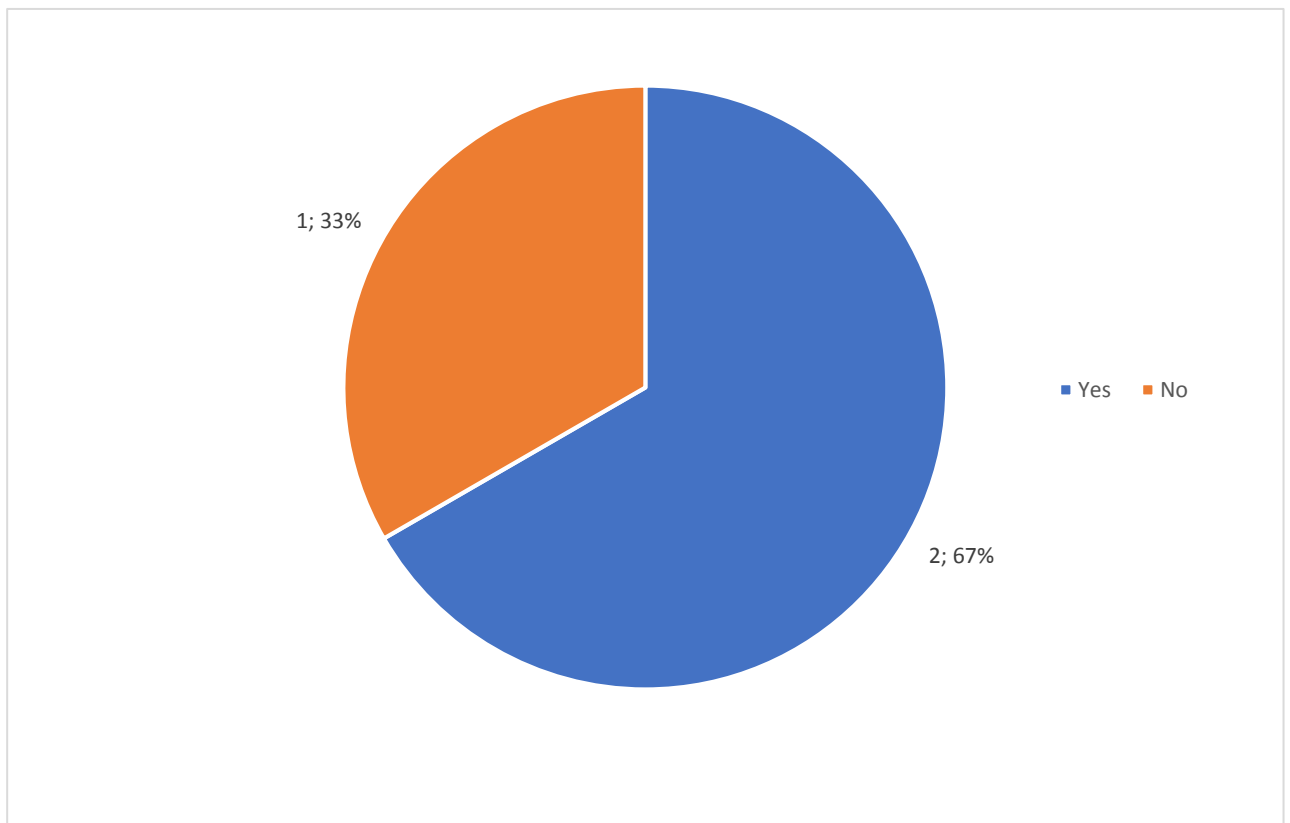


Fig. 1 – Do the respondents have difficulties in solving the issues of their sector in the offshore areas in the past and are such problems expected in the future?

When asked what kind of difficulties arose, the respondent replied that difficulties arose due to inadequate financial support of maritime supervision at the state level (Rospirodnadzor).

Table 7. Do the respondents take into account the interests of other sectors in their decisions on the use of coastal territories and marine areas?

Answers	Quantity, Units	%
Yes	2	67
No	1	33

The answer "yes" implies that the interests of other industries in their decisions and into account through compliance with environmental legislation.

*Table 8. Do the respondents take into account the interests of coastal regions and local residents in their decisions on the use of coastal territories and marine areas?*

Answers	Quantity, Units	%
Yes	1	33
No	2	67

The answer "yes" implies that, the interests of the coastal regions and local residents were taking into account through the observance of the constitutional right of citizens to a favorable environment.

*Table 9. Existence of a program of cooperation of respondent organizations with international organizations in projects related to coastal territories and water areas*

Answers	Quantity, Units	%
Yes	0	0
No	3	100

*Table 10. Participation of the respondent's organization in environmental protection activities in the coastal areas and water areas of the Russian Federation*

Answers	Quantity, Units	%
Yes	0	0
No	3	100

*Table 11. Interest of the respondent's organization to participate in MSP consultations in the regions*

Answers	Quantity, Units	%
Yes	2	67
No	1	33

*Table 12. Feasibility of transferring part of the authority to manage maritime activities to the regional level*

Answers	Quantity, Units	%
Yes	2	67
No	1	33



# REGIONAL AUTHORITIES AND REPRESENTATIVES OF LOCAL GOVERNMENT

## Number of responses – 180

The largest number of responses was received from respondents from the Northwest Region of Russia, which is the most knowledgeable and involved in the processes related to MSP in last 10 years thanks to international cooperation in the Baltic Sea Region. This fact is an indicator of the importance of informing a wide range of people about MSP processes and the involvement of authorities at all levels (especially state authorities), as well as the media, in order to clarify the need to develop MSP with the involvement of all groups of stakeholders and to ensure the maximum possible consideration of their interests. The respondents noted the high interest of the public in solving the maritime problems of the region. The most acute concern of the population concerns:

- environmental protection;
- industrial and recreational use of marine and coastal areas.

Regional authorities and representatives of local self-government bodies plan to achieve with the help of MSP:

- 1) Improvement of the ecological state of the sea and coastal area;
- 2) Creation of new jobs;
- 3) Development of the recreational areas.

Respondents noted the need:

- to determine of the regional authority, responsible for the use of marine resources;
- to transfer of part of the powers for state management of maritime activities to the regional level.

As the main activities of the region, most of the respondents noted:

- shipping;
- fishing;
- marine and coastal tourism.

Most often, the respondents mentioned the lack of powers or their absence at the regional and municipal levels, the inability to make decisions “on the spot”, as well as the “blurred” competences of persons responsible for the use of marine resources. The need to determine the regional authority responsible for the maritime spatial plans development and implementation was noted. The main types of activities within the territorial sea were identified, which, in the opinion of the respondents, are expedient to transfer to the regional and municipal levels:

- yachting and other types of water tourism and recreation;
- environmental protection;
- coastal fishing.

Almost 80% of the respondents noted that they consider it necessary to develop MSP based on the coastal-marine component of the strategy of socio-economic development of the coastal region.

Among the advantages of the region, in the first place, were highlighted:

- economic;
- spatial;
- social.

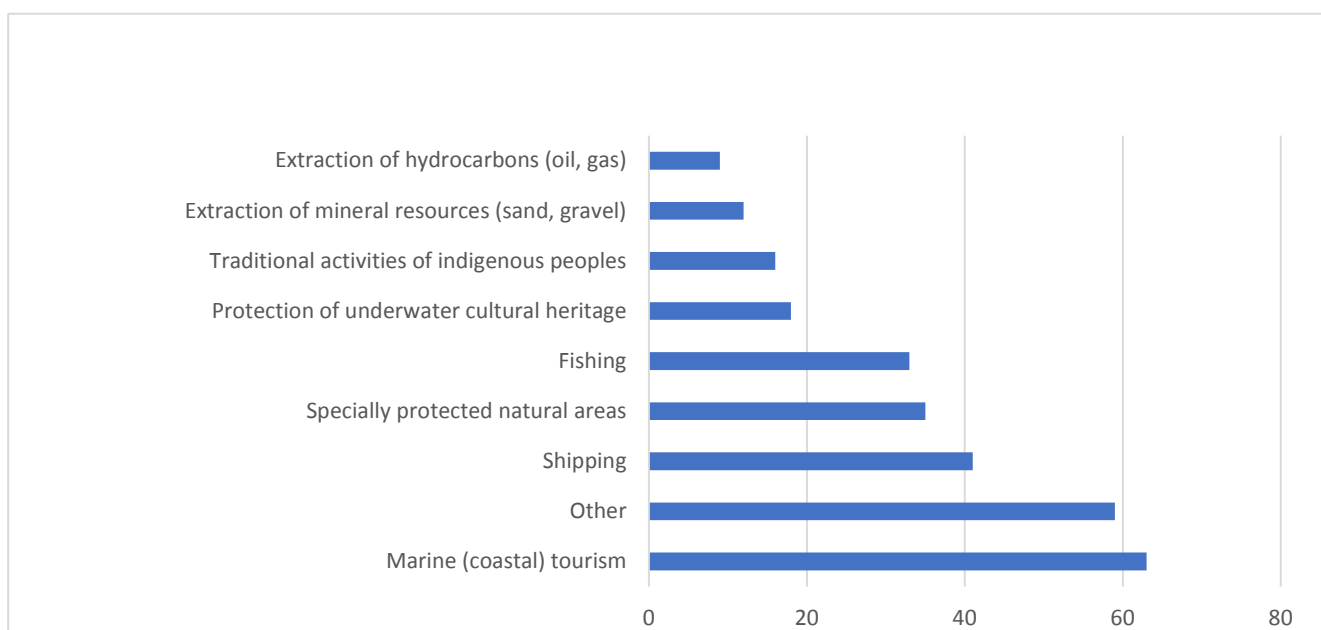
The problem of insufficient funding was often mentioned among the answers in “free form”.

The respondents believe that the successful development of the region requires the possibility of interaction both at the regional (especially with neighboring regions) and at the transboundary level. The respondents also indicated that they are interested in conducting sectoral and comprehensive consultations on MSP with neighboring regions and countries. At the same time, the interests of the regional (district, municipal) authorities are taking on part of the powers for the development of maritime activities was assessed by the participants as rather low - about 50% of the respondents chose the option “complete lack of interest” or “extremely low interest”.

The huge interest of the regions in including them in the Russian MSP Roadmap was revealed by this group of respondents - more than 75% of the respondents supported such an initiative. However, 48% of respondents are ready to participate in MSP processes as observers and are not ready to provide any data, 32% are ready to make their proposals at the stage of MSP developing and promoting, as well as proposals for improving the state and regional legislative framework, 21 % - ready to provide a platform for dialogue.

The survey showed that from the point of view of the regional respondents, an effective way to get involved in the formation of the Russian MSP Roadmap is to hold workshops and informational seminars, provide information and news about the tools and familiarize themselves with the world practice of MSP and to invite stakeholders to take part in MSP international events.

# RESULTS OF THE SURVEY OF REGIONAL AUTHORITIES



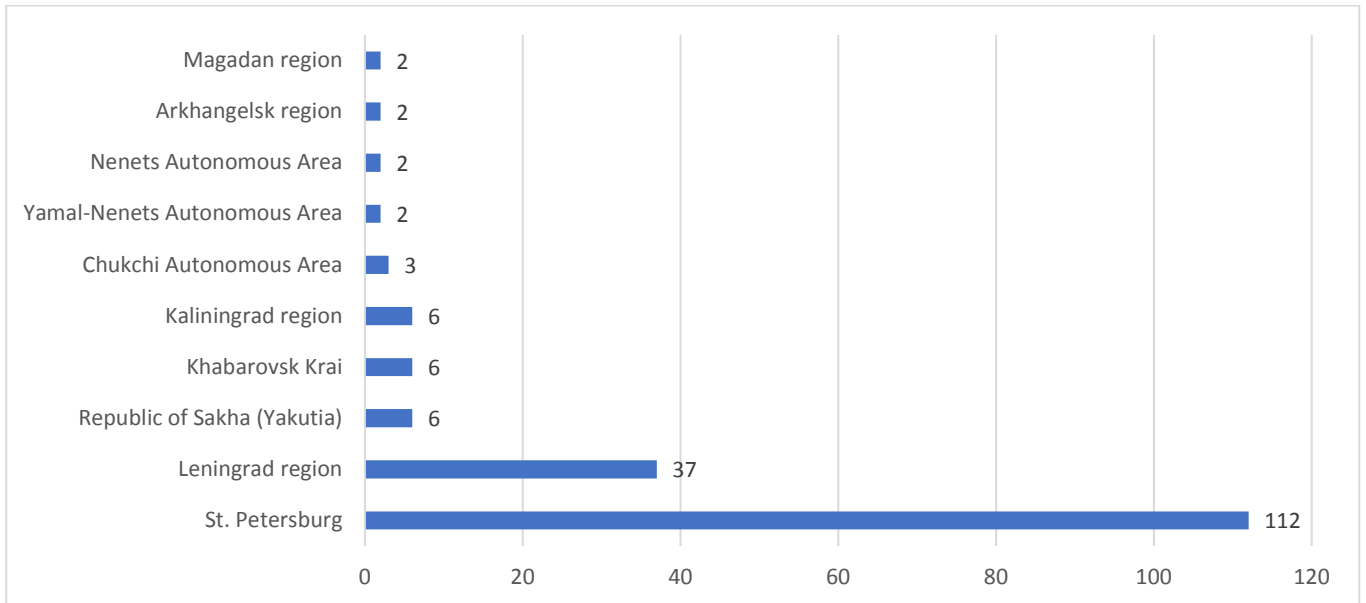
*Fig. 2 - Areas of maritime activities regulated by the respondent's organization*

Among the free answers in the "other" field, the following activities were listed:

- urban planning / strategic planning;
- social protection;
- transport infrastructure (shipping and ship repair).

*Table 13. Spatial direction of the respondent's organization*

Answers	Quantity, Units	%
<b>Atlantic:</b> Baltic, Black, Azov Seas	148	82
<b>Arctic:</b> Barents, White, Pechora, Laptev Sea, Kara, East Siberian and Chukchi Seas	22	12
<b>Pacific:</b> Bering and Okhotsk Seas, Sea of Japan	12	7
<b>Caspian Sea</b>	4	2

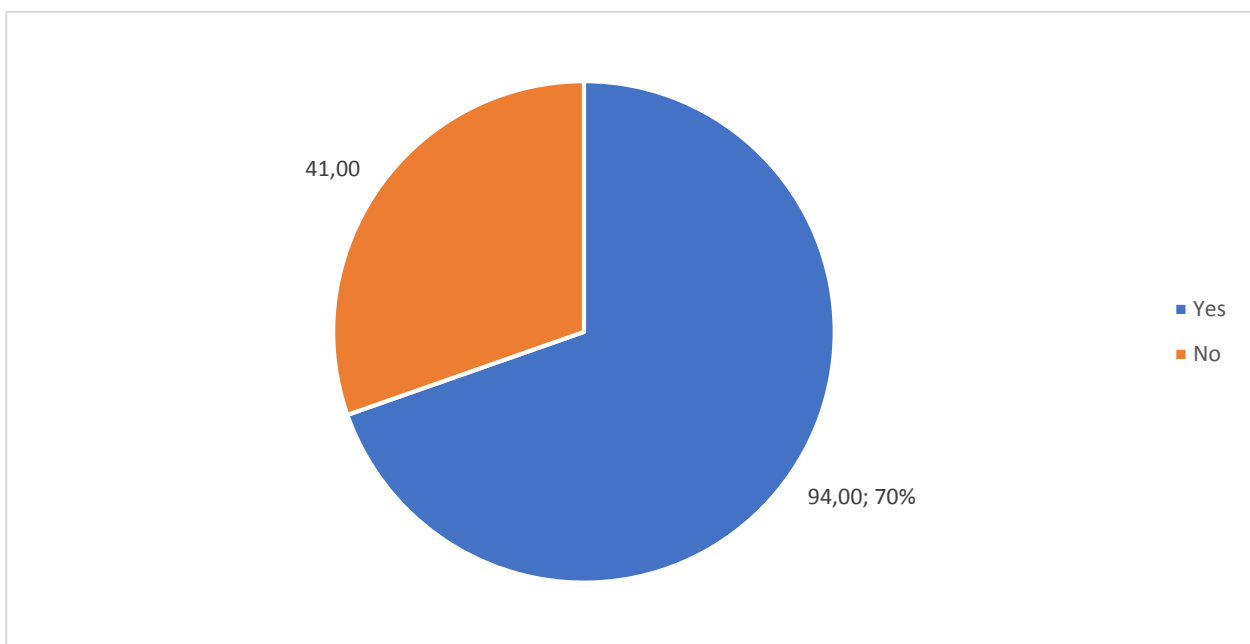


*Fig. 3 - The constituent entity of the Russian Federation represented by the respondent's organization*

*Table 14. The presence of a sea area within the boundaries of the respondent's region*

Answers	Quantity, Units	%
Yes	135	76
No	43	24

This answer was regarded as a delusion: 75.84% of the respondents noted that sea area is within the boundaries of the region, which cannot be correct, since 62% of the respondents are representatives of St. Petersburg, and the sea area is not included in its boundaries. This misconception can be caused by the lack of an adequate information.



*Fig. 4 - Marine management measures undertaken by the regional authorities*

This answer may also be a delusion or an indicator of a possible excess of authority, because most of the respondents do not have water areas located within the boundaries of their region.

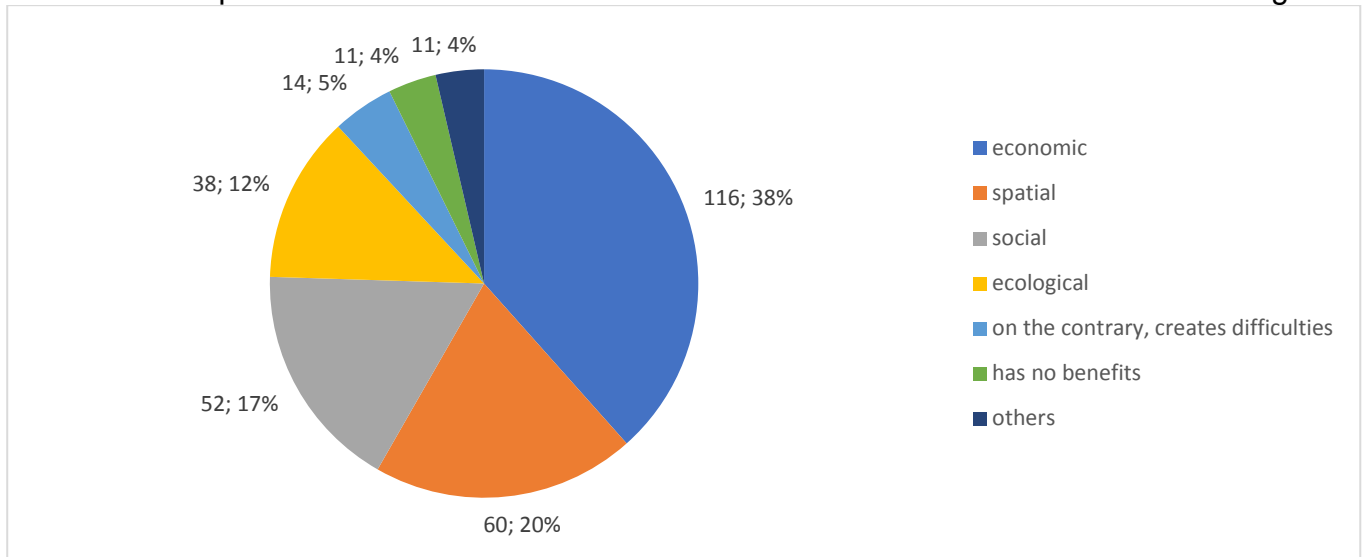


Fig. 5 - Advantages of the seaside location of the region (district, municipality) of the respondent

Among the respondents' answers in the field "others", attention was paid to the development of the tourism industry, including sanatorium services and sea tourism.

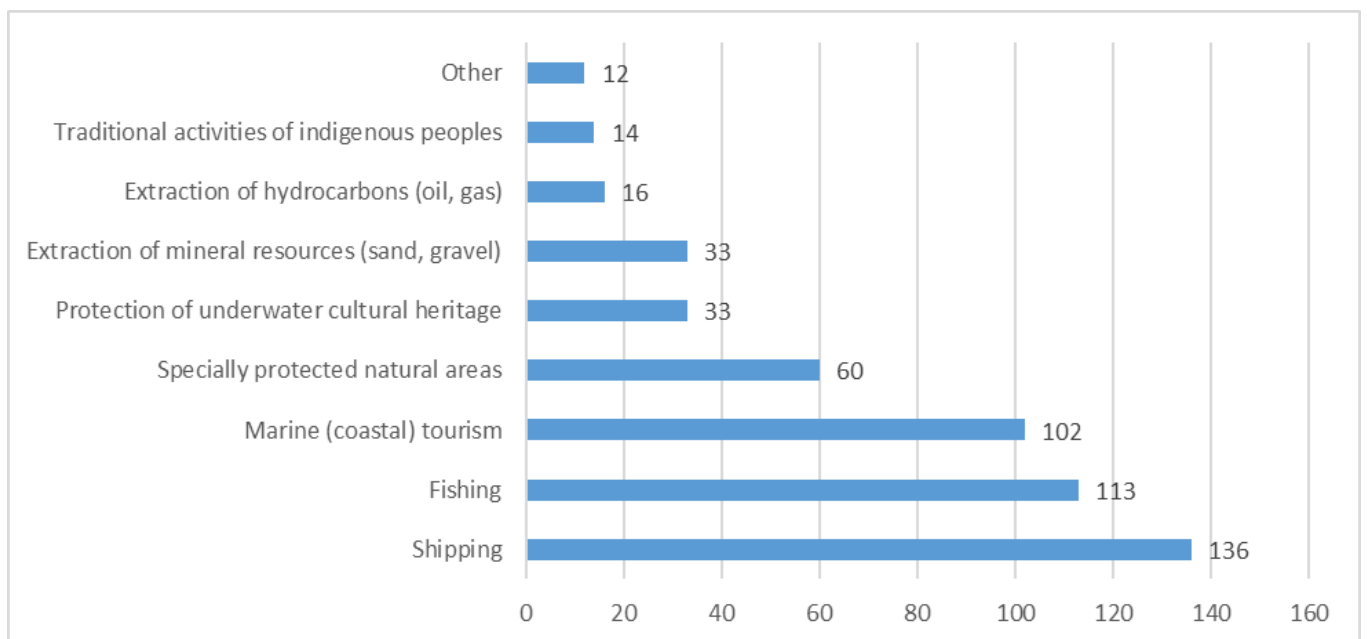


Fig.6 - The main types of maritime activities of the region (district, municipality) of the respondent

Underwater Cultural Heritage (UCH) use and protection is currently not under the jurisdiction of the regions and municipalities. Nevertheless, 33 respondents indicate that the protection and use of UCH is one of the main activities in the region. This may be an indicator of the intuitive need of the regional authorities to manage UCH located on their territory. The problem lies in the fact that most of the protected cultural heritage sites (including the UCH) are under the jurisdiction of the state authorities. At the same time, a significant number of the objects of underwater cultural

heritage are not registered, which complicates their preservation, restoration and use, as well as development, including as objects of tourist interest.

*Table 15. The respondents' assessment of the impact that the coastal-marine component has on the development of the region (district, municipality) in terms of the selected indicators (the assessment was made by the respondents on a ten-point scale, where 1 point is the lowest indicator and 10 points is the highest)*

<b>Answers</b>	<b>Average score</b>
<b>External / internal interaction (at the interregional and transboundary level)</b>	7.2
<b>City-forming role in the economy</b>	6.7
<b>Environmental Safety</b>	6.2
<b>Social benefits</b>	6.1

These answers illustrate the respondents' vision of the hierarchy of the presented characteristics of the development of the region from the point of view of the significance of the influence of the coastal-marine component. The respondents gave the highest assessment to external and internal interaction and the city-forming role in the economy.

Successful practice of foreign countries shows that the influence of the marine component on the social sphere is one of the most significant: the implementation of a successful landscape policy based on the sustainable development of the coastal-marine component, and, as a consequence, the creation of a developed social environment and infrastructure for coastal area, has the maximum positive impact on the social sphere. At the same time, the social sphere means:

- human capital - the creation of new jobs and, as a result, the attraction of the population to the territory;
- the role of settlements in the use of sea spaces - the focus of a settlement is often associated with sea spaces and is the prevailing type of activity. Such settlements, in comparison with other territories (landlocked), have a competitive advantage.

To the questions about the social sphere, the greatest interest from the point of view of the respondents was caused by the assessment of the standard of living of the population according to the following selected parameters:

*Table 16. Assessment of the living standards of the population in the opinion of the respondents participating in maritime activities in comparison with other industries (the assessment was made by respondents on a ten-point scale, where 1 point is the lowest and 10 points is the highest)*

<b>Answers</b>	<b>Average score</b>
<b>Employment</b>	5.8
<b>Wage</b>	5.7
<b>The quality of life</b>	5.6

Table 17. Opportunities and necessary actions that contribute to the socio-economic development of the region (district, municipality) based on the coastal-marine component

Answers	Quantity, Units	%
<b>Inclusion of the coastal sea area within the boundaries of the region</b>	51	28
<b>Transfer of part of the powers for state management of maritime activities to the regional level</b>	50	28
<b>Determination of the authorized body of regional executive power responsible for the use of marine resources in the sea area of the region</b>	60	33
<b>Other actions</b>	10	6
<b>No additional action required</b>	56	31

The largest number of respondents noted the need to determine the authorized body of regional executive power responsible for the use of marine resources in the sea area of the region. Respondents who checked the “other” box in their comments indicated:

- assistance of the state center in solving legislative issues;
- reconstruction of seaports and carrying out dredging works in the Arctic Zone
- addressing issues related to the responsibility of authorities, in particular those related to coast protection.

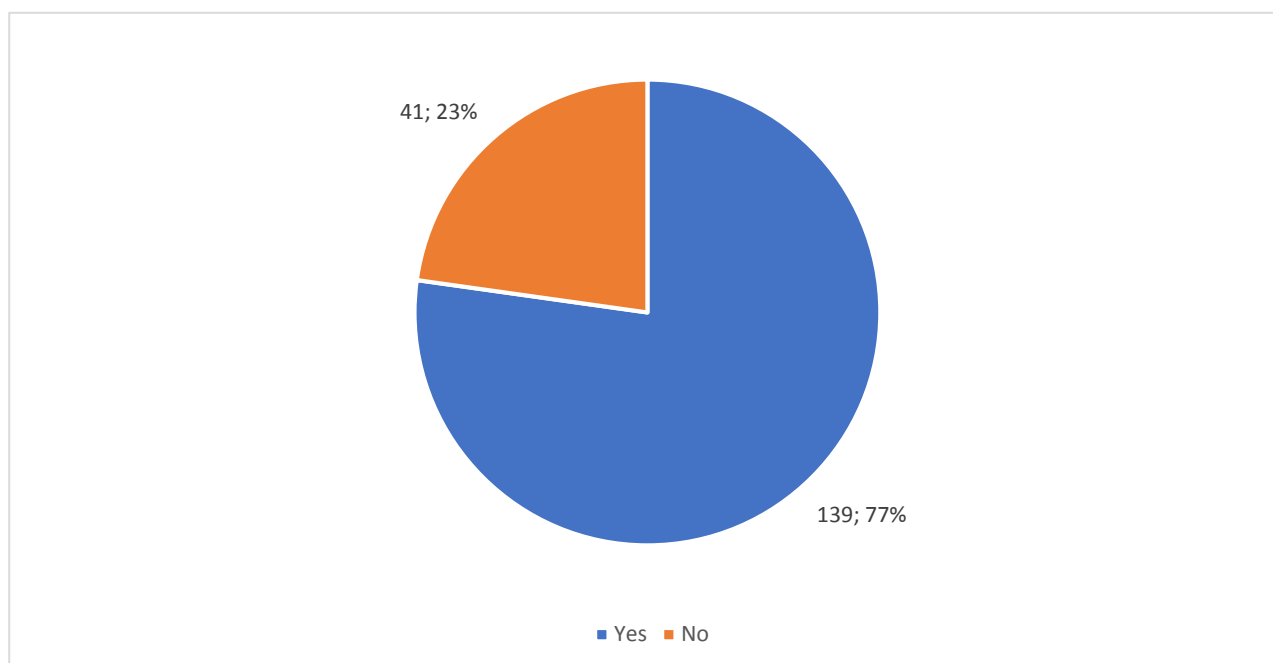


Fig.7 - Inclusion of the coastal-marine component in the strategy of socio-economic development of the region (district, municipality)

Table 18. The need to improve the strategy of socio-economic development of the region in terms of the marine component

Answers	Quantity, Units	%
Yes	116	83
No	23	17

Answering the question about the need to improve the coastal-marine component of the Strategy of socio-economic development (SSED) of the coastal region, the respondents noted the need to include the MSP as part of the SSED and, accordingly, the solution of the following issues at the subsequent stages of the development of landscape planning documents and project master plans:

- landscaping of coastal zones, coastal protection;
- creation of coastal infrastructure;
- MSP.

*Expert commentary: The coastal-maritime component of the SSED is part of the coastal region strategy, at the same time, maritime activities management is not included in the powers of the region and the marine-coastal component of the SSED only transfer into it state projects and strategies. Pointing in the answers to the need to include regional interests and management functions in the MCC SSED express the need to transfer powers for their implementation to the regional level, and on this basis, to improve the regional SSED. In addition to the above, respondents noted the need to simplify customs and border procedures.*

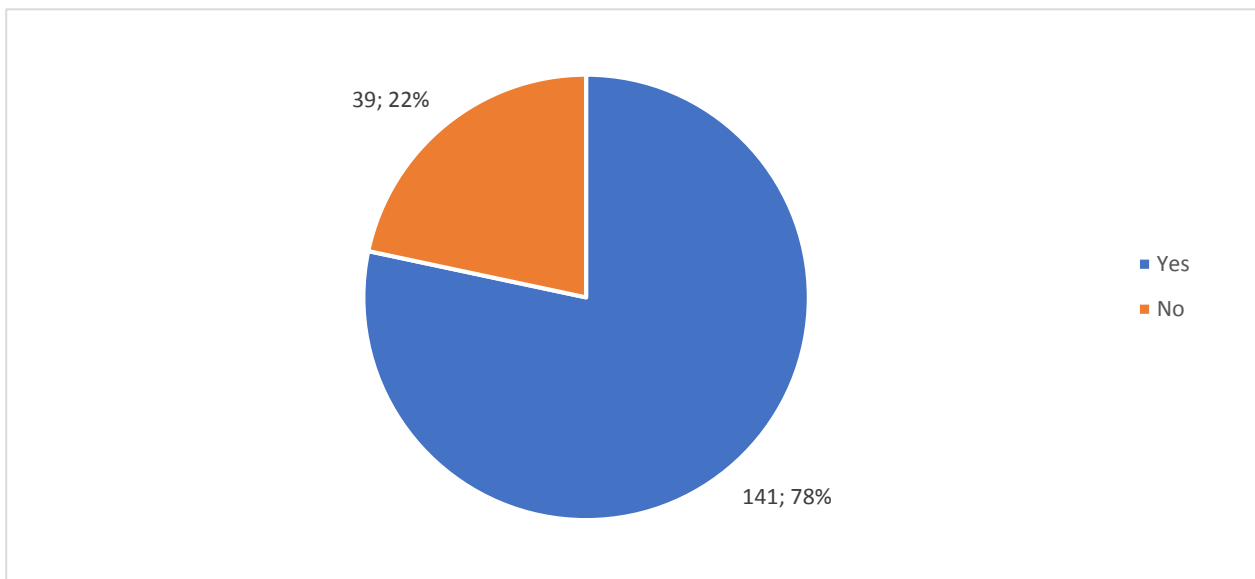


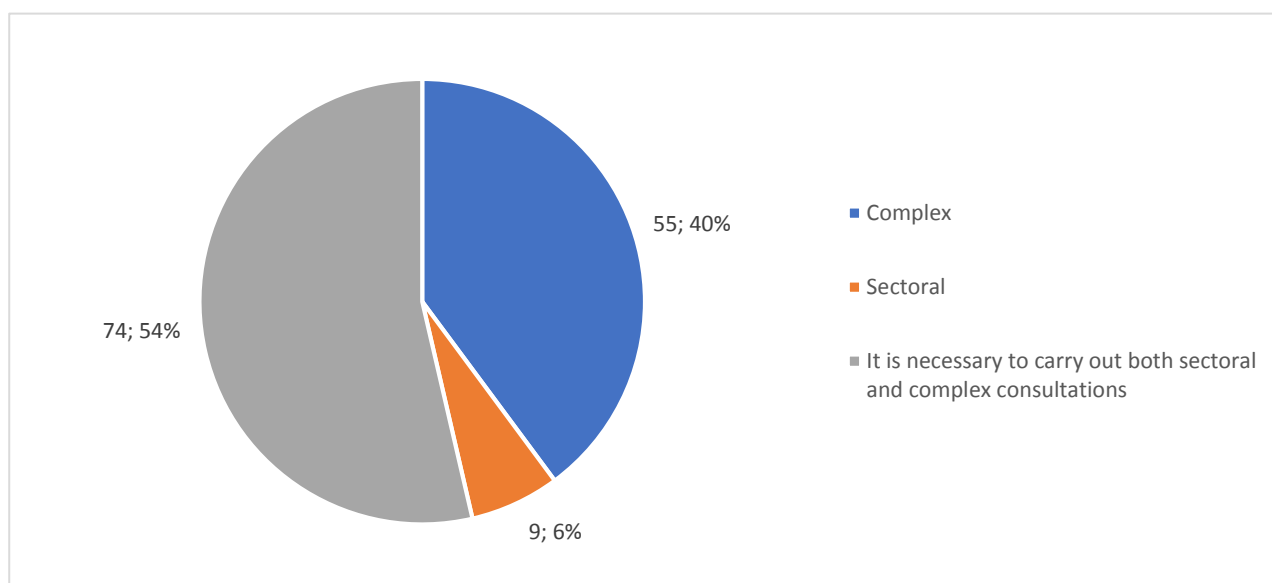
Fig.8 - The need to develop MSP based on the coastal-marine component of the regional strategy of socio-economic development



Almost 80% of the respondents noted the need to develop MSP based on the coastal-marine component of the strategy for the socio-economic development of the region. The number of respondents who answered positively is an indirect indicator of the need for regional and municipal authorities to use coastal management tools in the interests of the region.

*Table 19. Respondents' assessment of the region's interest in MSP consultations with neighboring regions (municipalities)*

Answers	Quantity, Units	%
Yes	138	77
No	42	23



*Fig.9 - Preferred Nature of MSP Consultation*

*Table 20. Regional interest in MSP consultations with neighboring countries*

Answers	Quantity, Units	%
Yes	133	74
No	47	26

About 75% of respondents are interested in holding consultations on MSPs with neighboring regions and countries, which is an indicator of the high interest of the authorities at the regional and municipal levels in dialogue, both among themselves and with neighboring countries. More than 90% of those surveyed consider it necessary to conduct both sectoral and complex consultations on MSP.

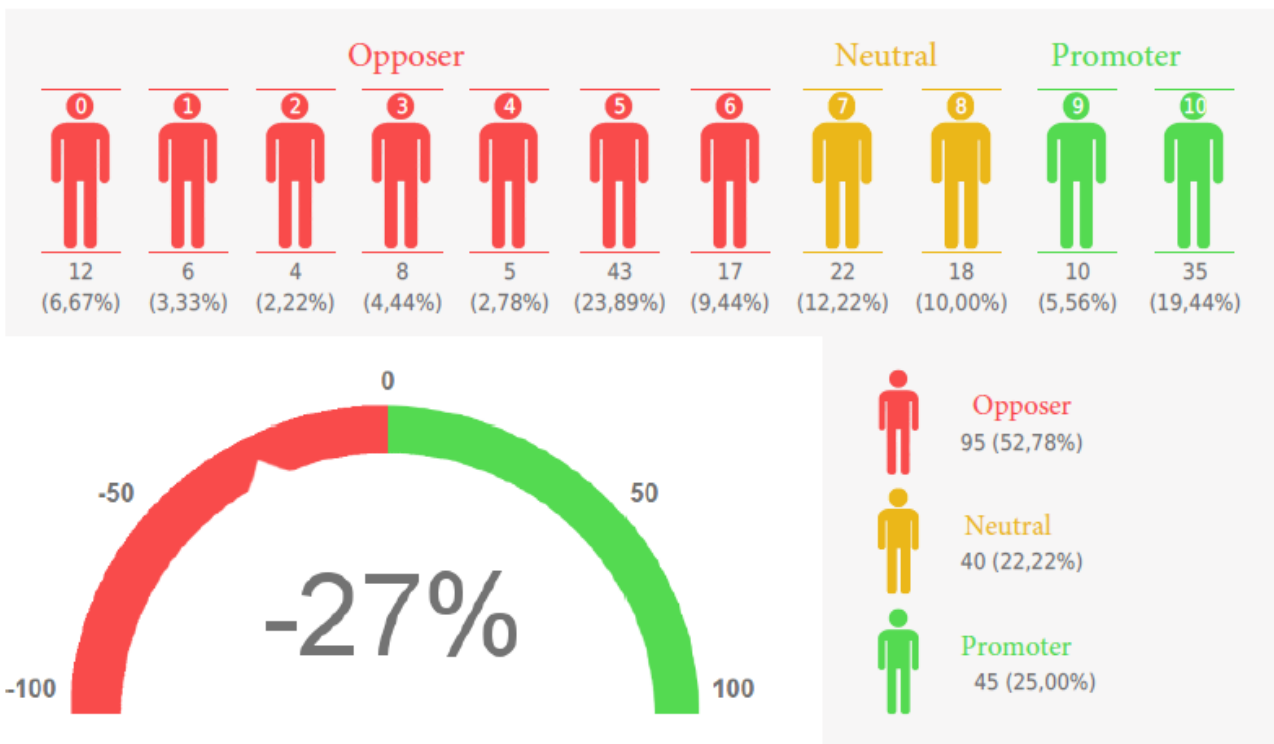


Fig.10 - The interest of the regional (district, municipal) authorities in taking on part of the authority for the development of marine activities and the development of a maritime spatial plan / integrated coastal management plan

Almost 50% of the representatives of regional and municipal authorities are interested in taking on part of the authority for the development of marine activities or could take on part of the authority for the development of MSP/ICM.

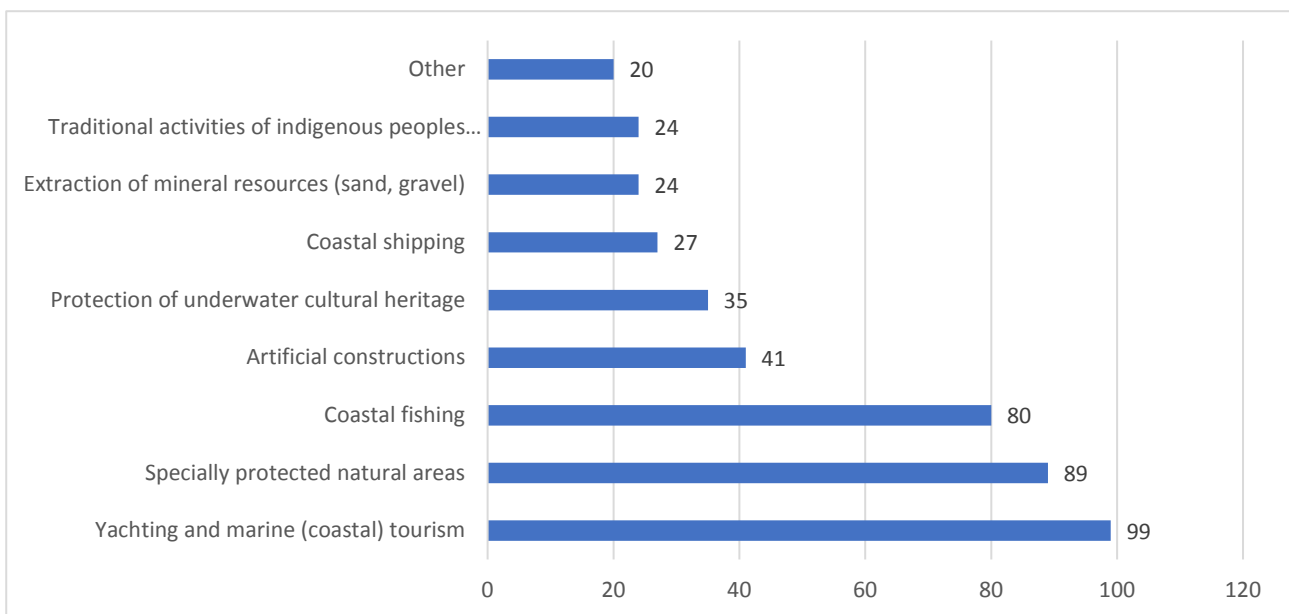


Fig.11 - Transfer of authority to manage maritime activities within the territorial sea (approximately 20 km from the main shoreline) is advisable to region (district, municipality) by the respondents.

According to the survey, regional and municipal authorities consider it expedient to transfer the following activities to the jurisdiction of the region:

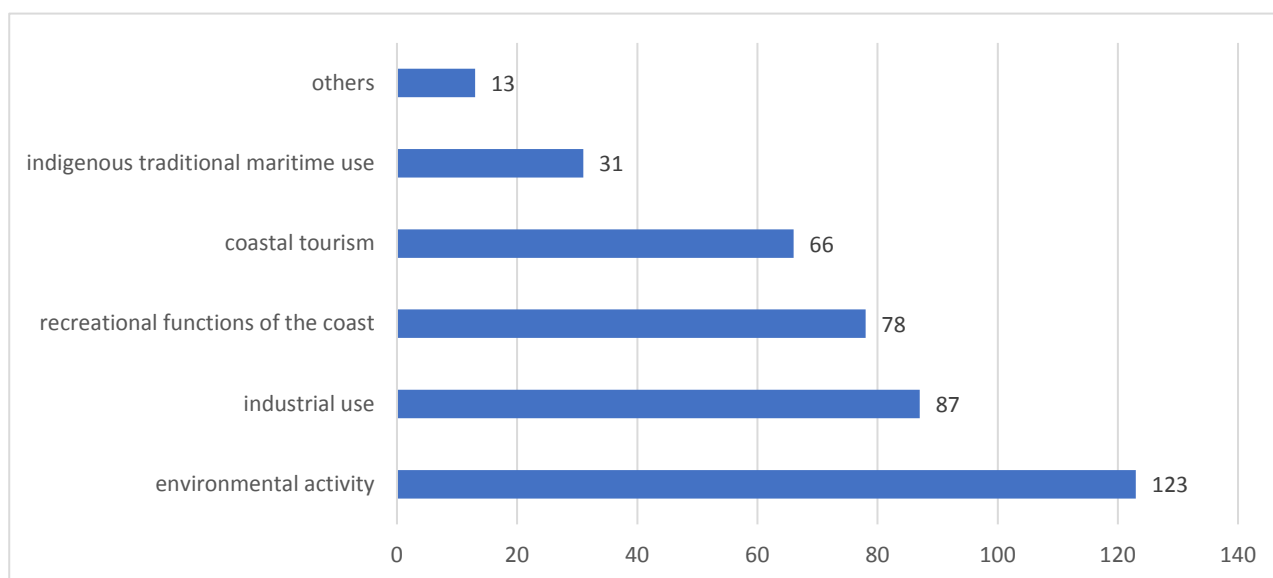
- tourism related to sea areas (55%);
- environmental protection (50%);
- coastal fisheries also received a high score (44%).

The rest of the activities received from 11 to 23% positive answers.

Among the answers in the "Other" field, the respondents noted the need to transfer authority to manage coastal protection.

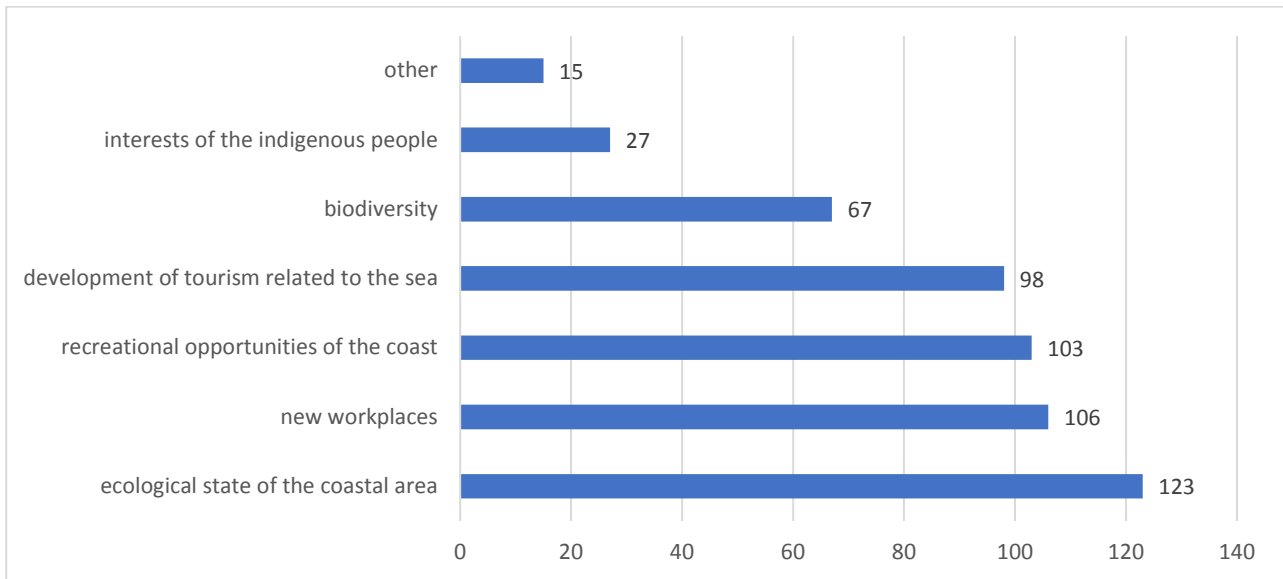
*Table 21. Public interest in solving the maritime problems of the region according to regional authorities*

Answers	Quantity, Units	%
Yes	146	81
No	34	19

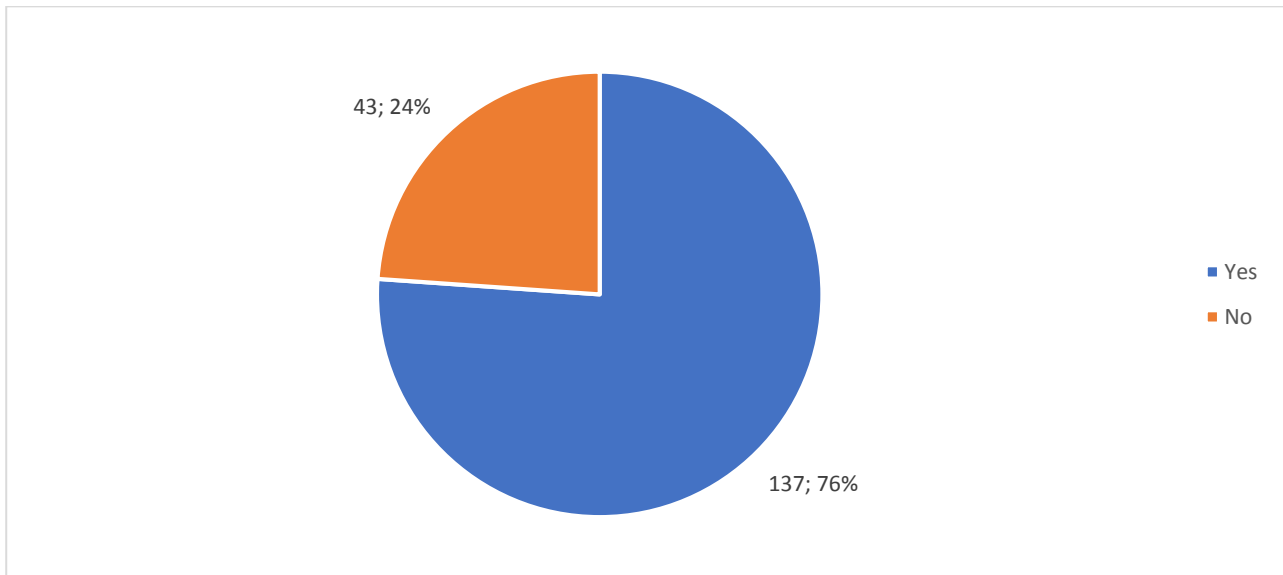


*Fig.12 - Activities in the sea area of the region (district, municipality) that, in the opinion of regional and municipal authorities, cause concern of the population*

Regional authorities believe that the public are interested in the participation and solution of the region's maritime problems. In some cases, when members of the public are not interested, this is because their settlements are remote from the sea, and their activities are not related to marine resources.



*Fig.13 - The goals that public organizations, in the opinion of regional and municipal authorities, plan to achieve with MSP*



*Fig.14 - Respondents' desire for their region to be included in the Russian MSP Roadmap for the implementation of the pilot maritime spatial plan*

The greatest number of responses was received from such regions as St. Petersburg (62%) and the Leningrad region (21%). It can be assumed that the awareness and involvement of the Baltic Sea regions may lead to such activity, while the other regions turned out to be less proactive and interested in participation, which may be due to insufficient informing.

Table 22. Willingness of respondent organizations to directly participate in the formation of the Russian MSP Roadmap development (form of participation / willingness to provide materials):

Answers	Quantity, Units	%
The organization will participate as an observer	87	48
The organization is ready to provide a platform for dialogue	38	21
The organization is ready to bring its vision on the development and promotion of MSP in Russia	29	16
The organization is ready to participate in the formation of proposals for improving the state and regional legislative framework	29	16
The organization will provide data and information about the sea area of the region	19	11
The organization is ready to provide tools for planning, analysis, monitoring, decision making, etc.	14	8
Organization will provide technical and engagement platforms	9	5
Other	15	8

Table 23. Actions / activities of the developers of the MSP Roadmap, which, from the point of view of the respondents, are necessary for the effective inclusion of their organization in the formation of the MSP Roadmap

Answers	Quantity, Units	%
Organization of roundtables, seminars, workshops and other events for stakeholder dialogue	99	55
Providing information and news about MSP tools and global practices	86	48
Inviting representatives of stakeholders to international MSP events	70	39
Organization of interactive (including game) forms of involvement, for example, holding the MSP Games	48	27
Not ready to take part in MSP events	18	10

Thus, it can be concluded that regional and municipal authorities are not sufficiently informed about the MSP tool: 48% of respondents note the lack of available information, 48% of respondents answered that their organization is ready to participate in MSP processes as an observer, 55% expressed a desire to participate in activities aimed at dialogue between stakeholders. 20% are ready to provide a regional platform for dialogue, and 16% are ready to participate in the formation of proposals for improving legislation.

# NATIONAL BUSINESS AND PUBLIC ORGANIZATIONS

The questionnaire was sent to state sectoral business structures and public organizations, however, we received one completed questionnaire from a representative of the interregional public organization (WWF-Russia) related to the environment protection and the interests of the indigenous people in the coastal and marine area.

As the main difficulties in solving issues of his sector, the respondent notes the fact that today the issue of creating protected areas in open sea (which are not connected with the land area) has not been legally resolved, and zones for the protection of marine mammals have been abolished.

The respondent notes that in decisions on the use of coastal and sea areas, he takes into account the interests of other sectors by considering the existing and planned activities of companies or communities operating in this area, as well as consultations with companies.

The respondent's organization cooperates with international organizations in projects related to marine areas, including in such programs as PAME - a program for creating a network of protected areas in the Arctic, Oceans5 - creating marine protected areas in the Arctic.

The respondent is interested in participating in consultations and is ready to assist MSP, and the respondent's organization is ready to cooperate with regional authorities - line ministries, coastal municipalities, communities and indigenous peoples of the North.

# REGIONAL BUSINESS STRUCTURES AND PUBLIC ORGANIZATIONS

## Number of responses – 10

The largest number of responses was received from respondents from the Northwest Region, which is the most knowledgeable and involved in MSP. This gives an understanding of the need to inform a wide range of people about MSP processes, the need to involve authorities at all levels (especially state authorities) and involve the media in this topic, to clarify the need for interaction to ensure that the interests of all stakeholders are taken into account as much as possible.

The main areas of activity of the respondents:

- shipping;
- marine (coastal) tourism;
- fishing;
- nature specially protected areas.

Among the advantages, the respondents noted in the first place:

- spatial;
- economic;
- social.

The main maritime activities of the region are:

- shipping;
- fishing;
- marine coastal tourism.

90% of the respondents agreed that MSP could serve as a tool of state regulation (planning and use) for the management of the Russian marine areas.

40% of the respondents noted that the interests of their sector were not taken into account in the Strategy of socio-economic development of the region (district, municipality). 80% of the respondents believe that MSP should be developed based on the coastal-marine component of the SSED. The importance of transparency in the processes of a comprehensive assessment of the resource base of maritime activities, including land, territorial resources, as well as socio-economic aspects of all types of activities in coastal areas, was noted. In addition, it is necessary to develop small sea transport for tourist purposes, create marine protected areas, and preserve marine and coastal biodiversity.

The respondents consider communication to be the prospect for the development of the region, i.e. the possibility of interaction both at the regional (especially with neighboring regions) and at the transboundary level. The respondents also noted that they are interested in conducting sectoral and inter-sectoral consultations on MSP with neighboring regions and countries. At the same time, 70% of the participants noted that the authorities of the region (district, municipality) are interested in taking on part of the powers for the development of maritime activities.

The reviewers noted a special need to transfer powers to the municipal level within the territorial sea in the following areas:

- environmental protection;



- coastal shipping;
- construction of artificial structures;
- yachting and other types of water recreation.

At the same time, the standard of living of the population involved in maritime activities, in comparison with other regions, was noted as “above average”.

The respondents noted the high interest of the public in solving the maritime problems of the region - 100% of the respondents answered that the public is interested in solving the problems of the region. The most acute concern of the population concerns:

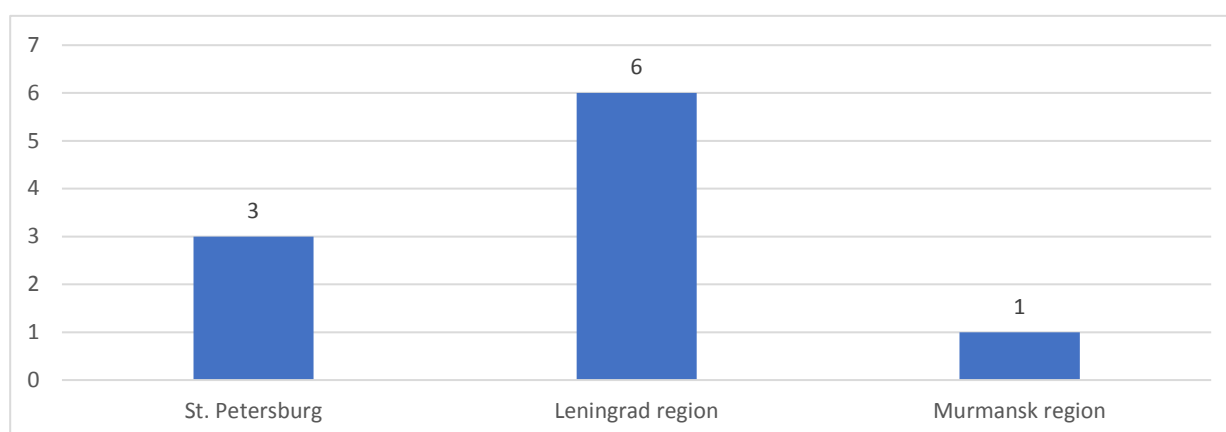
- environmental protection;
- industrial use;
- recreational functions of the coast.

The main goal of the existing public organizations is to resolve issues related to improving the ecological state of the sea area and coastal territory, expanding the recreational opportunities of the coast and developing water tourism.

70% of the respondents would like their region to be included in the Russian MSP Roadmap for the implementation of the regional pilot MSP.

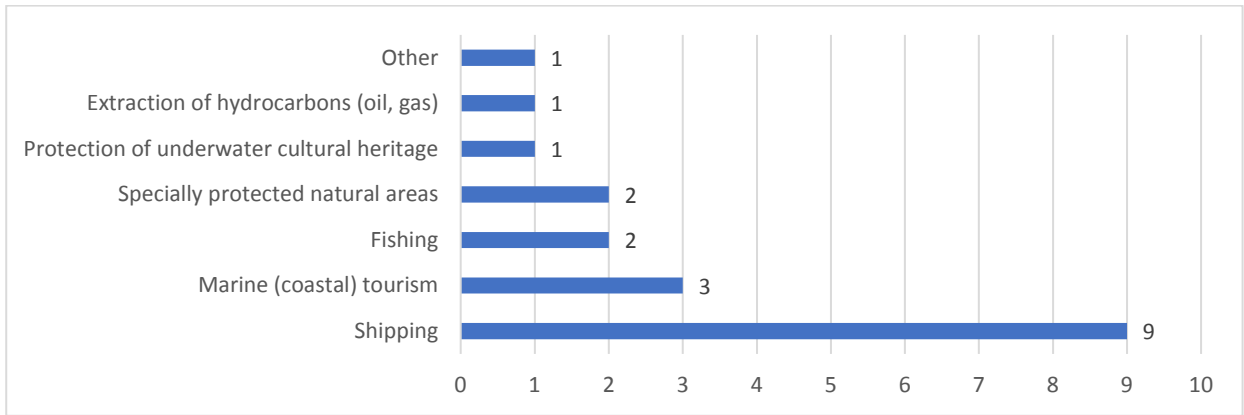
50% of the respondents are ready to provide proposals for improving the state and regional legal framework, as well as data on marine areas. To include organizations in the formation of the Roadmap, respondents find it most effective to hold roundtables, seminars, workshops and other events for effective dialogue of stakeholders and provide information and news about tools and world practice, both personally and through the media.

## RESULTS OF THE SURVEY REGIONAL BUSINESS STRUCTURES AND PUBLIC ORGANIZATIONS

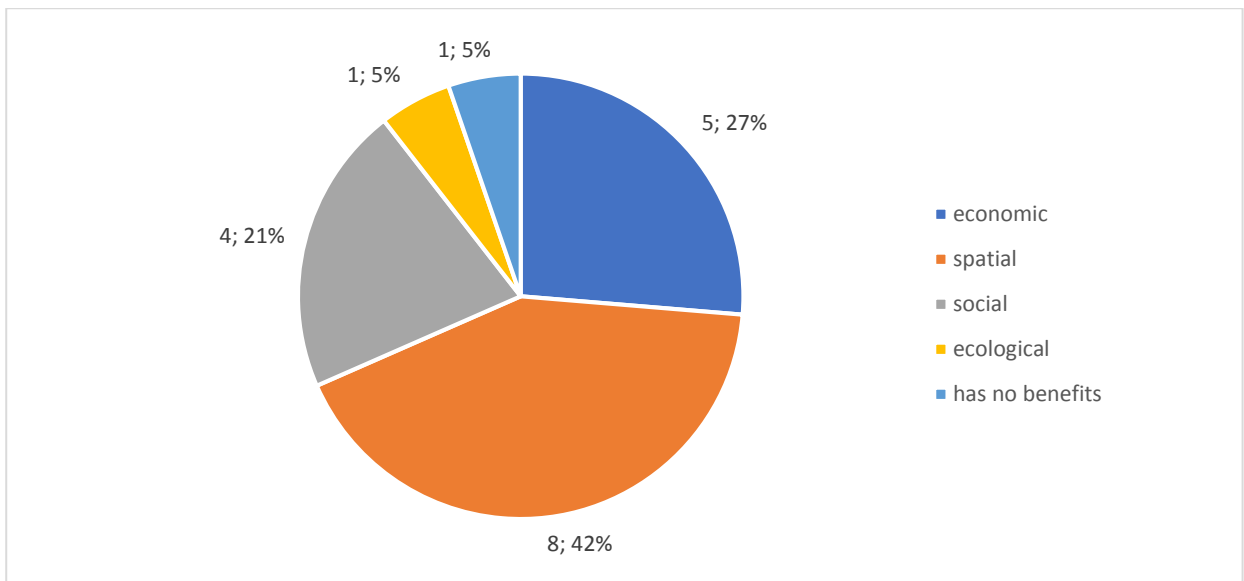


*Fig. 15 - Respondent's constituent entity of the Russian Federation*

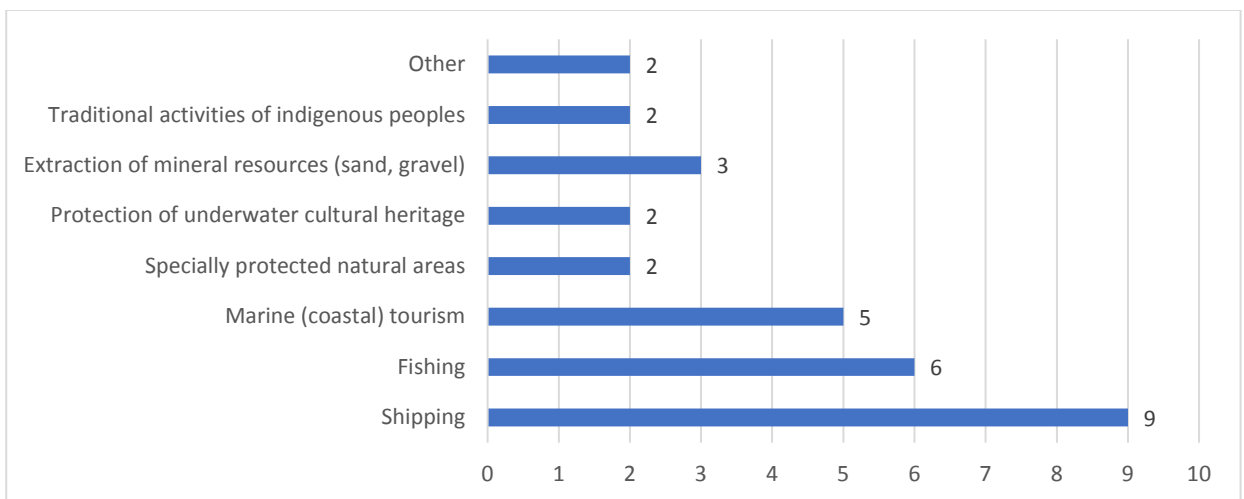
100% of the respondents are in the Northwest Region of Russia, of which 90% are representatives of the Baltic Sea.



*Fig. 16 - Areas of maritime activity in which the respondent's organization is involved or interested in one way or another*



*Fig. 17 - Benefits that, in the opinion of the respondents, their region (district, municipality) has due to its seaside location*



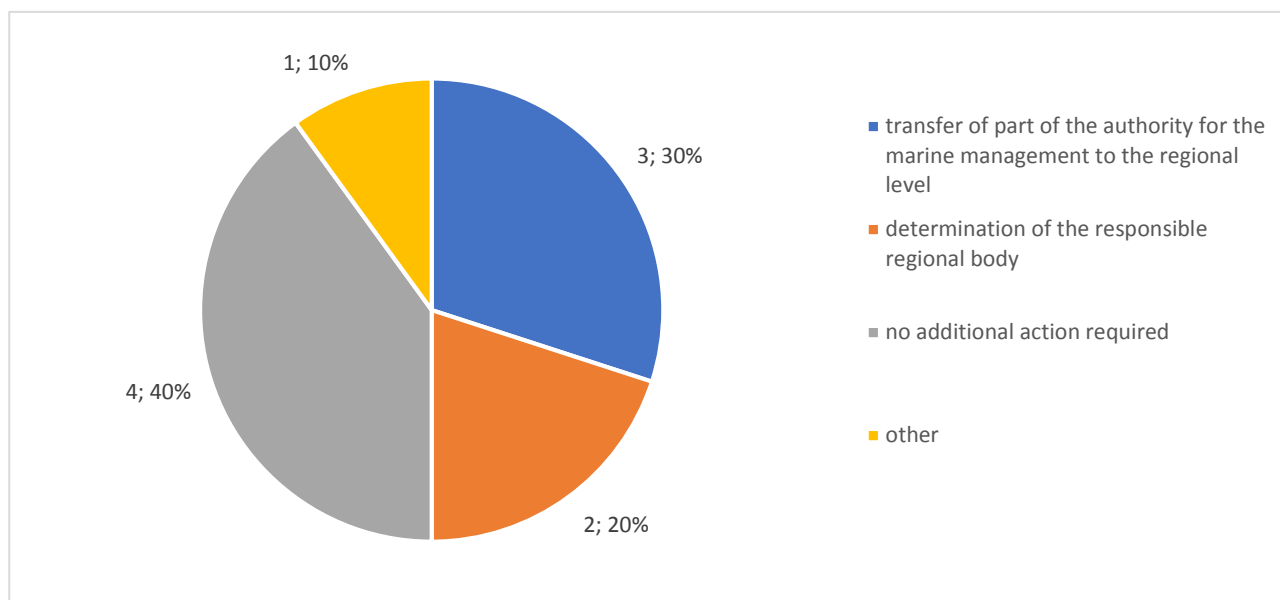
*Fig. 18 - Main types of maritime activities in the respondent's region*

According to the respondents, the advantage of the Northwest Region lies in its location (80%), the main type of maritime activity in the region is shipping (90%). This answer completely coincided with the direction of the respondents' maritime activities (also 90%). In addition, among the main activities, 60% of respondents noted fishing, 50% - coastal tourism.

*Table 24. Respondents' assessment of the impact that the coastal-marine component has on the development prospects of the region in terms of the following indicators using the example of the Baltic Sea (the assessment was made by respondents on a ten-point scale, where 1 point is the lowest and 10 points is the highest)*

Answers	Average score
<b>City-forming role in the economy</b>	7,4
<b>External / internal interaction (at the interregional and transboundary level)</b>	6,7
<b>Social benefits</b>	6,4
<b>Environmental Safety</b>	5,7

This answer illustrates the vision of the respondents in the Baltic Sea Region on the hierarchy of the represented areas in terms of the importance of the coastal-marine component for the development prospects of the region. The respondents gave the highest assessment to the city-forming role in the economy and external and internal interaction.



*Fig. 19 - Actions that contribute to the socio-economic development of the region based on the marine component from the point of view of regional business and public organizations*

Answers of respondents in the field "Other": to develop and implement a tool for state regulation of the use of marine resources.

40% of respondents believe that additional actions that contribute to the socio-economic development of the region are not required. This contradicts pivot table 32, which reflects the responses of respondents indicating that the authorities in the region are interested in taking over part of the authority for the development of marine activities and MSP, and that environmental protection (80%) and industrial use (70%) cause some concern among respondents and population.

From which it follows that the respondents either do not trust the regional authorities or do not consider them capable of solving problems, or this is a delusion caused by a lack of information.

*Table 25. The possibility of using marine spatial planning as a tool of state regulation (planning of use) for the management of the marine areas of Russia*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	9	90
<b>No</b>	1	10

*Table 26. Consideration of the coastal-marine component by the strategy of socio-economic development (SSED) of the region (district, municipality)*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	8	80
<b>No</b>	2	20

*Table 27. Whether the coastal-marine component of the SSED is sufficiently developed or does it require improvement, according to the respondents*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	6	60
<b>No</b>	4	40

*Table 28. SSED of the region (district, municipality) takes into account the sectoral interests of the respondents in the sea and coastal area*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	6	60
<b>No</b>	4	40

*Table 29. The need to develop MSP based on the coastal-marine component of SSED of the region*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	8	80
<b>No</b>	2	20

80% of the respondents believe that the SSED of the region takes into account the coastal-marine component, while 40% of the respondents believe that the coastal-marine component of the SSED needs improvement. 80% of respondents consider it necessary to develop an MSP based on the coastal-marine component of the SSED.

*Table 30. Regional interest in MSP consultations with neighboring regions*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	8	80
<b>No</b>	2	20

*Table 31. Regional interest in MSP consultations with neighboring countries*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	9	90
<b>No</b>	1	10

According to the respondents, the Northwest Region is interested in participating in consultations on MSPs with both neighboring regions of Russia (80%) and neighboring countries (90%).

*Table 32. Assessment of the interest of the regional (district, municipality) authorities in taking on part of the authority for the development of maritime activities and MSP/ICM*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Yes</b>	7	70,00
<b>No</b>	3	30,00

*Table 33. The respondents of the Northwest Region consider it expedient to transfer to the regional level the authority to manage the following types of maritime activities within the territorial sea (approximately 20 km from the main coastline):*

<b>Answers</b>	<b>Quantity, Units</b>	<b>%</b>
<b>Environmental activity</b>	5	71
<b>Coastal shipping</b>	4	57
<b>Construction of artificial structures</b>	4	57
<b>Yachting and other types of water recreation</b>	4	57
<b>Coastal fishing</b>	3	43
<b>Traditional activities of indigenous people and local population</b>	2	29
<b>Protection of underwater cultural heritage</b>	2	29
<b>Extraction of mineral resources</b>	1	14
<b>Offshore wind and tidal energy</b>	1	14

The respondents noted that the region is interested in taking on part of the powers for the development of maritime activities (70%) of which the most desirable is the transfer of powers for environmental protection (71%), as well as the transfer of powers related to coastal shipping, construction of artificial structures, marine tourism and coastal recreation.

*Table 34. The respondents' assessment of the living standards of the population involved in maritime activities in comparison with other industries (assessment on a ten-point scale if the average score for the region = 5):*

<b>Answers</b>	<b>Score in points</b>
<b>The quality of life</b>	7.0
<b>Employment</b>	6.9
<b>Wage</b>	6.8

The survey showed that, according to the respondents, the standard of living of the population involved in maritime activities for all selected indicators is significantly higher than the average for the region.

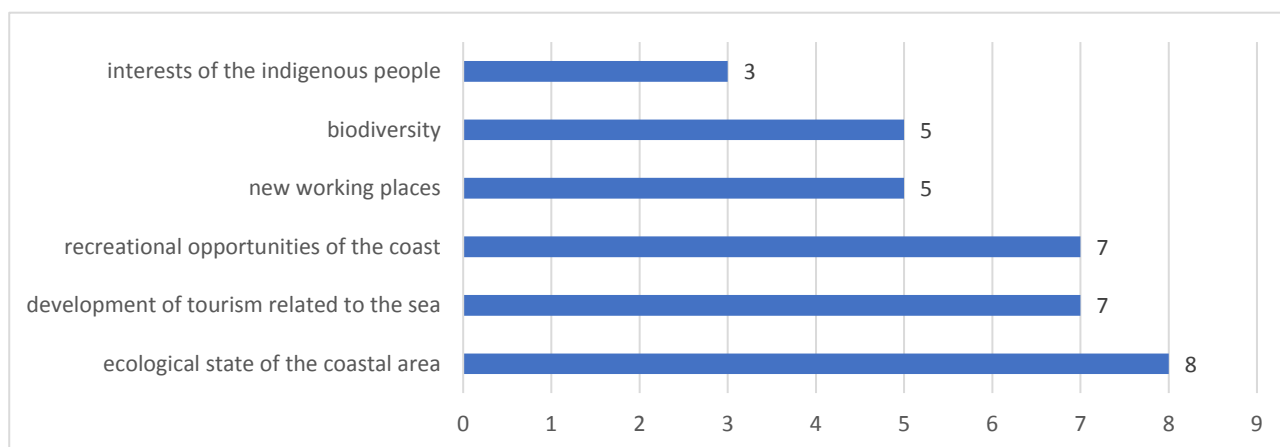
*Table 35. Public interest, according to respondents, in solving the maritime problems of the Northwest Region*

Answers	Quantity, Units	%
<b>Yes</b>	10	100
<b>No</b>	0	0

All respondents agreed that the public is interested in solving the maritime problems of the region.

*Table 36. Activities in the water area of the region causing problems*

Answers	Quantity, Units	%
<b>environmental activity</b>	8	80
<b>industrial use</b>	7	70
<b>recreational functions of the coast</b>	5	50
<b>coastal tourism</b>	5	50
<b>traditional maritime use of the local population</b>	3	30
<b>offshore activities are not a concern</b>	1	10



*Fig.20 - Objectives of public organizations in the respondent's region to be achieved through MSP*

Opportunities and actions that, in the opinion of the respondents, can be taken to improve the management of Russian water areas:

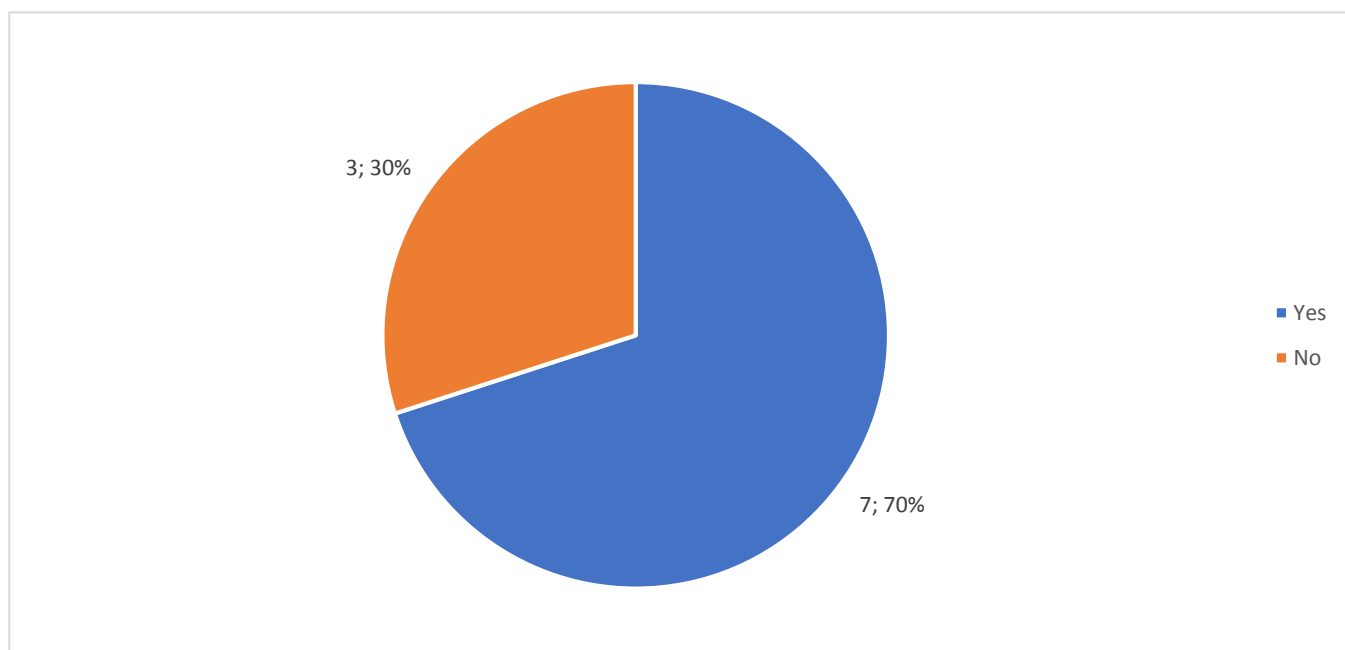
Most popular answers:

- appointing a responsible state body and transferring powers to the regional level;
- consistent connection of the specialized departments of Russia to MSP processes in key areas.

The respondents are most acutely concerned about the state of the environment (80%). The respondents believe that with the help of MSP, public organizations will achieve their goals to improve the ecological state of the sea and the coastal area (80%) and tourism development (70%).

*Table 37. Actions / activities that respondents believe are necessary to include the respondent's organization in the development of the Russian MSP Roadmap*

Answers	Quantity, Units	%
<b>Organization of roundtables, seminars, workshops and other events for stakeholder dialogue</b>	8	80
<b>Providing information and news about MSP tools and global practices</b>	7	70
<b>Inviting representatives of your organization to international MSP events</b>	4	40
<b>Organization of interactive (including game) forms of involvement, for example, holding an MSP Game</b>	4	40



*Fig.21 - Willingness of respondents to include their region in the Russian MSP Roadmap for the implementation of the pilot marine spatial plan*

80% of respondents answered that their organization is ready to participate in events aimed at dialogue (workshops, seminars and other events).

70% of respondents would like to see their region included in the Russian MSP Roadmap for the implementation of the pilot MSP.



# OTHER STAKEHOLDERS

## Total respondents - 27

This group included representatives of scientific and educational organizations who were not the target group of the current survey, but considered it necessary to fill out the questionnaire as interested persons supporting MSP.

The activities of the respondents of the group “Others” are:

- education and science;
- nature protected areas management;
- fishing;
- medicine and tourism;
- traditional activities of small indigenous peoples.

85% of the respondents answered that they consider it necessary to improve the state management of maritime activities in the Russian Federation, namely:

- develop and introduce a tool for an integrated environmental assessment of the impact of the proposed economic activity on the marine ecosystem;
- develop and introduce a tool for state regulation of the use of marine resources;
- transfer the state management of marine activities (SMMA) in whole or in part from the federal to the regional, partially to the municipal level, as well as, having previously discussed with stakeholders; adopt additional regional criteria (environmental, cultural, etc.) for a more effective SMMA.

About 45% of those surveyed have encountered difficulties in solving problems related to their offshore industry in the past, and expect similar problems in the future. Often, these problems are associated with departmental contradictions, corruption and the lack of mechanisms for the practical implementation of theoretical developments, as well as the absence of a single management body that controls disparate departments and organizations that manage various areas of activity and sectors in the sea area.

About 60% of respondents consider it expedient to adopt a federal law on MSP, 26% believe that it is necessary to adjust existing laws, primarily the Water and Urban Planning Codes, the Maritime Doctrine of the Russian Federation, Federal Laws "On Strategic Planning in the Russian Federation" and "On Environmental Protection".

More than 65% of the respondents answered that when deciding on the use of coastal areas, they do not take into account the interests of other sectors of regions and local residents. 55% of the respondents answered that their organization is not involved in environmental protection activities in the coastal areas. The main activities that are nevertheless carried out in the framework of environmental protection are mainly related to the dissemination of information related to the increase in the level of environmental education of the population.

Table 38. Region that respondents consider appropriate to include in the Roadmap for the implementation of the pilot marine spatial plan

Regions	Quantity, Units	%
Astrakhan region	5	19
Republic of Kalmykia	3	11
Republic of Dagestan	2	7
Sakhalin region	4	15
Primorsky Krai	5	19
Khabarovsk region	5	19
Magadan region	4	15
Kamchatka Krai	4	15
Chukotka Autonomous Area	2	7
Murmansk region	5	19
Republic of Karelia	3	11
Arkhangelsk region	2	7
Nenets Autonomous Area	2	7
Yamal-Nenets Autonomous Area	2	7
Taimyr (Dolgano-Nenets) Autonomous Area	2	7
Republic of Sakha (Yakutia)	2	7
St. Petersburg	9	33
Leningrad region	9	33
Kaliningrad region	6	22
Rostov region	3	11
Krasnodar region	5	19
No	2	7

55% of the respondents answered that they are interested in participating in MSP consultations at the federal and regional levels and would like to take part in the formation of the Russian MSP Roadmap as well as provide the organization's vision for the development and promotion of MSP in Russia, proposals for improving the federal and regional legislative framework, planning tools, monitoring analysis, data on marine areas.

For fruitful communication, respondents find it most effective to hold round tables, seminars and other meetings for dialogue between stakeholders and provide information and news about MSP tools and world practice, both personally and through the media, as well as inviting representatives of organizations to international MSP events.

To a clarifying question about what kind of activities should be carried out, the most popular was the answer about the need to form a joint Working Group and its purposeful activities to address issues related to the formation of the Russian MSP Roadmap.

# MAIN RESULTS OF THE SURVEY

During the survey, the interest of regional authorities, local governments and regional private and public organizations in establishing dialogue and cooperation with the developers of the Russian MSP Roadmap was revealed. Many of respondents are ready for dialogue and to provide their vision for the development and promotion of MSP in Russia, proposals for improving the federal and regional legislative framework, planning tools, monitoring analysis, as well as data on sea areas.

In general, 68% of the respondents support the need for MSP, 63% of them support the development of maritime spatial plans in their regions (Table 39).

*Table 39. Sample size. Results of the survey*

	In Total	Baltic Sea	Barents Sea	Other seas
<b>Requests sent</b>	450	210	30	210
<b>Replies received</b>	220	156	6	58
<b>Support the need for MSP</b>	149 (68%)	93 (60%)	3 (50%)	56 (88%)
<b>Support the development of a pilot maritime spatial plans in the respondent's region</b>	137 (63%)	116 (75%)	5 (83%)	21 (33%)

The largest number of responses was received from respondents from the Northwest region, which is the most knowledgeable and involved in the processes related to MSP, since the Baltic Sea Region today is an active platform for dialogue at the transboundary level. The rest of the regions turned out to be less active and interested in participation, which may be due to insufficient information about the MSP. Therefore, it should be borne in mind that within the framework of this study, the opinion of the respondents was mainly obtained regarding the marine area of the Baltic Sea. (Table 40).

It is assumed that in order to obtain a greater response from respondents from other regions, it is necessary to inform a wide range of people about MSP processes in all regions, the need to involve government bodies at all levels (especially federal government bodies) and involve the media to clarify the need for interaction in order to maximize possible taking into account the interests of all stakeholders. The respondents noted the high interest of the public in solving the maritime problems of the region.

At the same time, no response was received from practically all federal authorities (3 replies were received out of 39 sent requests) and federal business structures and public organizations (1 reply was received out of 24 sent out requests), from which it can be concluded that the federal authorities and business structures today are not interested in conducting a dialogue, which may be dictated by a rigid vertical structure of power and insufficient information.

Table 40. Location of respondents who completed the survey

Seas	Regions	Quantity, Units	%	%
Baltic Sea	St. Petersburg	116	57	84
	Leningrad region	46	23	
	Kaliningrad region	8	4	
Other seas	Republic of Sakha (Yakutia)	6	3	16
	Khabarovsk region	6	3	
	Primorsky Krai	5	2	
	Chukotka Autonomous Area	3	1	
	Arkhangelsk region	2	1	
	Magadan Region	2	1	
	Murmansk region	2	1	
	Nenets Autonomous Area	2	1	
	Yamal-Nenets Autonomous Area	2	1	
	Kamchatka Krai	1	0	
	Republic of Dagestan	1	0	
	Sakhalin Region	1	0	
	Taimyr (Dolgano-Nenets) Autonomous Area	1	0	
	Astrakhan region	0	0	
	Krasnodar region	0	0	
	Republic of Kalmykia	0	0	
Rostov region	0	0		
Republic of Karelia	0	0		

Respondents at the regional and municipal levels often mentioned the lack of powers or their absence at all, as well as the inability to make decisions “on the spot”, “blurring” of the competences of the organization and those responsible for the use of marine resources. It was noted the need to determine the authorized regional authority, which will be responsible for the implementation of the MSP. The main types of activities within the territorial sea were identified, which, according to the respondents, it would be advisable to transfer to the regional and municipal levels:

- yachting tourism and other types of marine tourism and recreation;
- environmental protection;
- coastal fishing.

For the effective participation of organizations in the formation of the Russian MSP Roadmap, from the point of view of the respondents, it is necessary to conduct workshops and seminars, provide information and news about the tools and familiarize themselves with the world MSP practice, as well as invite organizations to international events.

During the survey, direct contacts of stakeholders were obtained for further dialogue, which made it possible to update the previously created base of stakeholders.

Because of the analysis carried out, a number of proposals were made for the development of an approach to the interaction of stakeholders in the Russian coastal areas during the implementation of MSP based on the analytical data obtained:

- to launch a process (platform) related to informing the public and inviting them to participate in the development of a MSP regional roadmaps and MSP processes, including holding conferences, workshops and seminars;
- to provide the possibility of participation of regional and municipal authorities in the marine use management process; in addition, the rules for their interaction with federal authorities should be determined;
- to determine the boundaries of marine area in the regions within which this or that type marine use management will be formed. As a rule, the geographical boundaries in this case are clearly defined, but administratively contradictions often arise.

In addition to the above, stakeholders at all levels have repeatedly stated the need:

- to expand cross-border cooperation for the development of all types of sectoral uses, including the development of coordinated networks of nature protected areas;
- to identify areas requiring a special regime of use, which include unique and sensitive landscape, historical and cultural value or characterized by a high probability of natural disasters, requiring comprehensive environmental monitoring.

