

Understanding the regional and local blue economy

THE CASE OF WEST SWEDEN

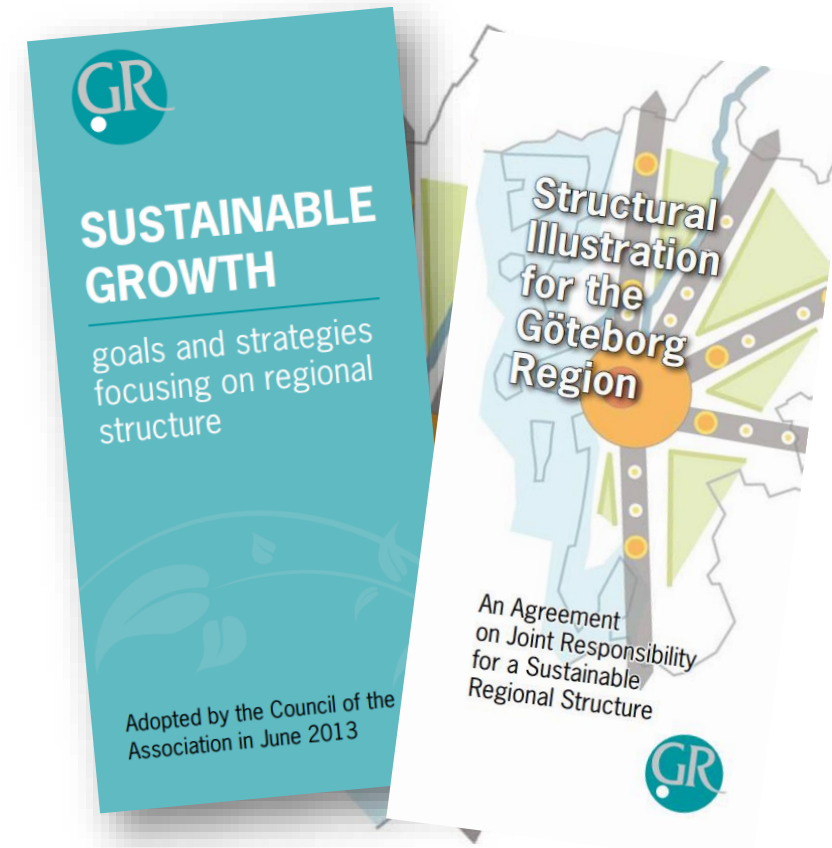
Ida Lindbergh – The Gothenburg Region



The Gothenburg Region

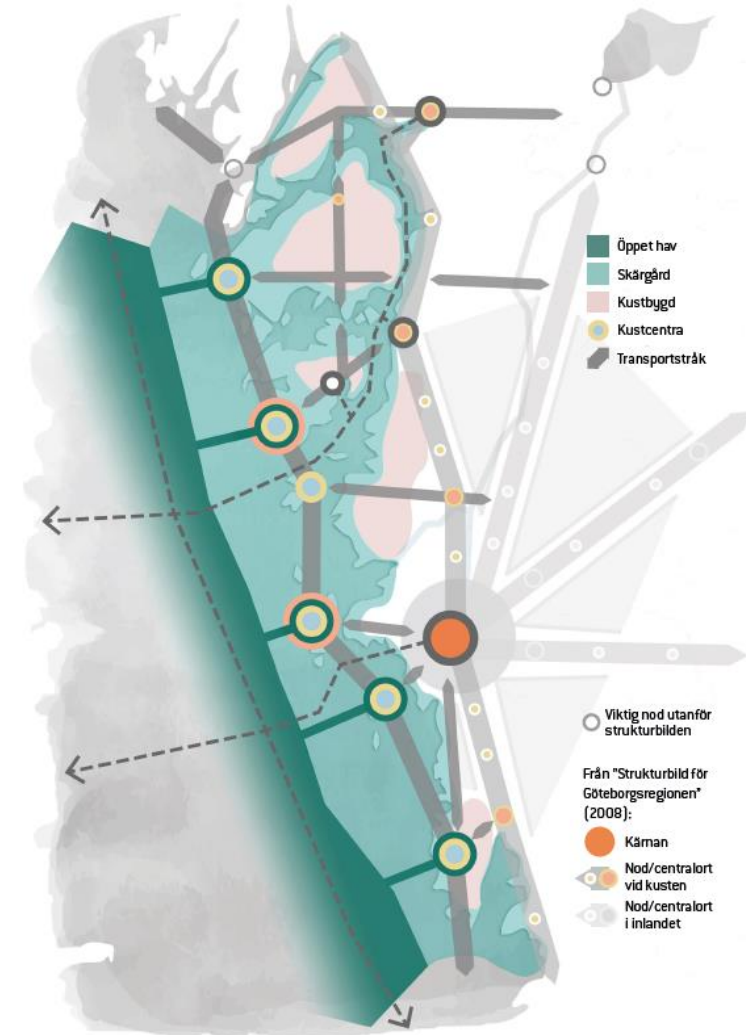


- Co-operative organisation uniting thirteen member municipalities in western Sweden.
- Promotes co-operation over municipal borders and provides a forum for exchange of ideas and experience within the region.
- Two strategic documents focused a regional planning and a sustainable regional structure.
 - Structural illustration/vision (2008)
 - Sustainable growth (2013)
- The development and conservation of the unique values in the coastal zone is highlighted as a responsibility for the entire region.



Inter municipal coastal zone planning

- Project during 2016-2019 with aim to increase and deepen cooperation between municipalities for sustainable coastal development.
- Eight coastal and island municipalities working together.
- Deepen the structural vision with focus on the coastal zone and develop agreements on how we can develop and protect its unique values.
- Mapping of existing knowledge, identified knowledge-gaps and developed a platform for knowledge.



Joint agreements

Focus on issues important for all the municipalities such as accessibility to the coast, “living” societies all year round and balanced ecosystems.

We agree to support sustainable maritime industries that contributes to value creation and employment in the coastal zone.

We agree to create an accessible and attractive archipelago and coastal zone for local recreation, outdoor life and tourism´.

Interreg BSR project Land-Sea-Act an opportunity to build on this.





Pilot case in Land-Sea-Act project

- Land-Sea-Act aims to bring together stakeholders involved in coastal management and planning, to find solutions to MSP and Blue Growth challenges around the Baltic sea and to elaborate a Multi Level Governance Agenda on Blue Growth and Spatial Planning in BSR.
- Workshop on Multi-level governance – tomorrow!
- Expo at conference platform
- Also visit: <https://land-sea.eu/>

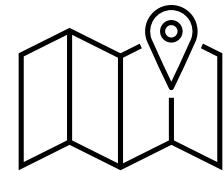
Pilot case also financed by:

**Swedish Agency
for Marine and
Water Management**

Pilot case activities

Better understanding of blue economy as a basis for developing a regional maritime strategy.

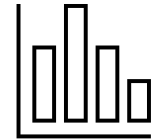
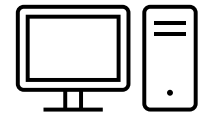
- GIS-mapping
- Interview study of maritime businesses
- Mapping of maritime businesses spatial claims
– participatory GIS-study



GIS-mapping

GIS-mapping of maritime businesses

- Based on SNI-codes (corresponds to NACE-codes).
Selected with basis in the Swedish maritime strategy.
- Data Source - Register-based labor market statistics (RAMS) from Statistics Sweden (SCB) on "Day and night-population" per 500 meters.
- Sector wise analysis - challenge with tourism - adjustments and filtering based on distance to coast.





GÖTEBORGS
REGIONEN

Dagbefolkningen i 500 m rutor
Maritima näringslivet - Göteborgsområdet
2017



SNI - Grupper som ingår i analysen

3111 Trålfiske i saltvatten
3119 Övrigt saltvattenfiske
3120 Sötwaterfiske
3210 Fiskodling i saltvatten
3220 Fiskodling i sötvatten

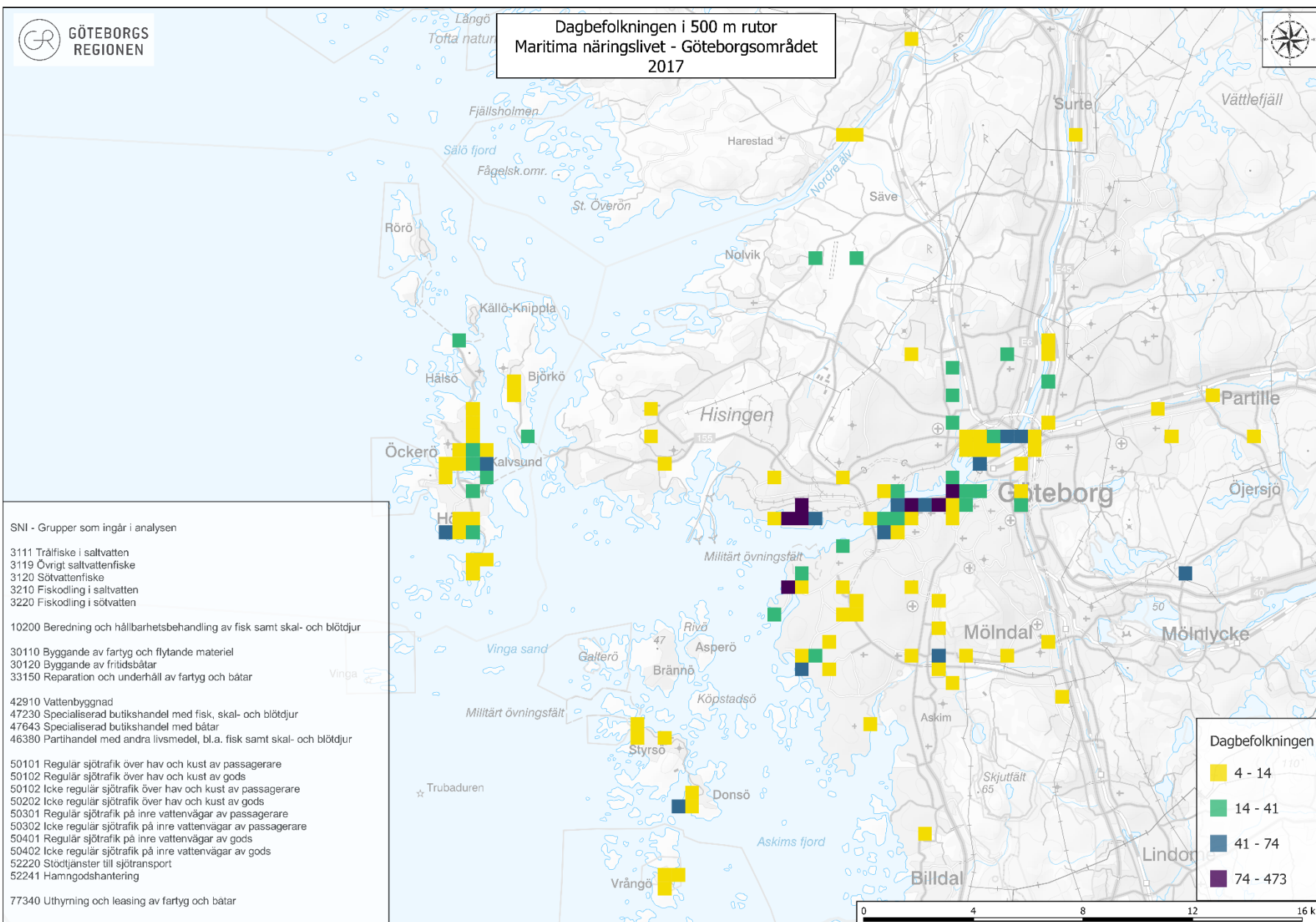
10200 Beredning och hållbarhetsbehandling av fisk samt skal- och blötdjur

30110 Byggande av fartyg och flytande materiel
30120 Byggande av fritidsbåtar
33150 Reparation och underhåll av fartyg och båtar

42910 Vattenbyggnad
47230 Specialiserad butikshandel med fisk, skal- och blötdjur
47643 Specialiserad butikshandel med båtar
46380 Parthandel med andra livsmedel, bl.a. fisk samt skal- och blötdjur

50101 Regulär sjötrafik över hav och kust av passagerare
50102 Regulär sjötrafik över hav och kust av gods
50102 Ikke regulär sjötrafik över hav och kust av passagerare
50202 Ikke regulär sjötrafik över hav och kust av gods
50301 Regulär sjötrafik på inre vattenvägar av passagerare
50302 Ikke regulär sjötrafik på inre vattenvägar av passagerare
50401 Regulär sjötrafik på inre vattenvägar av gods
50402 Ikke regulär sjötrafik på inre vattenvägar av gods
52220 Stödtjänster till sjötransport
52241 Hamngodshantering

77340 Uthyrning och leasing av fartyg och båtar





GÖTEBORGS
REGIONEN

Nattbefolkningen i 500 m rutor
Maritima näringslivet - Göteborgsområdet
2017



SNI - Grupper som ingår i analysen

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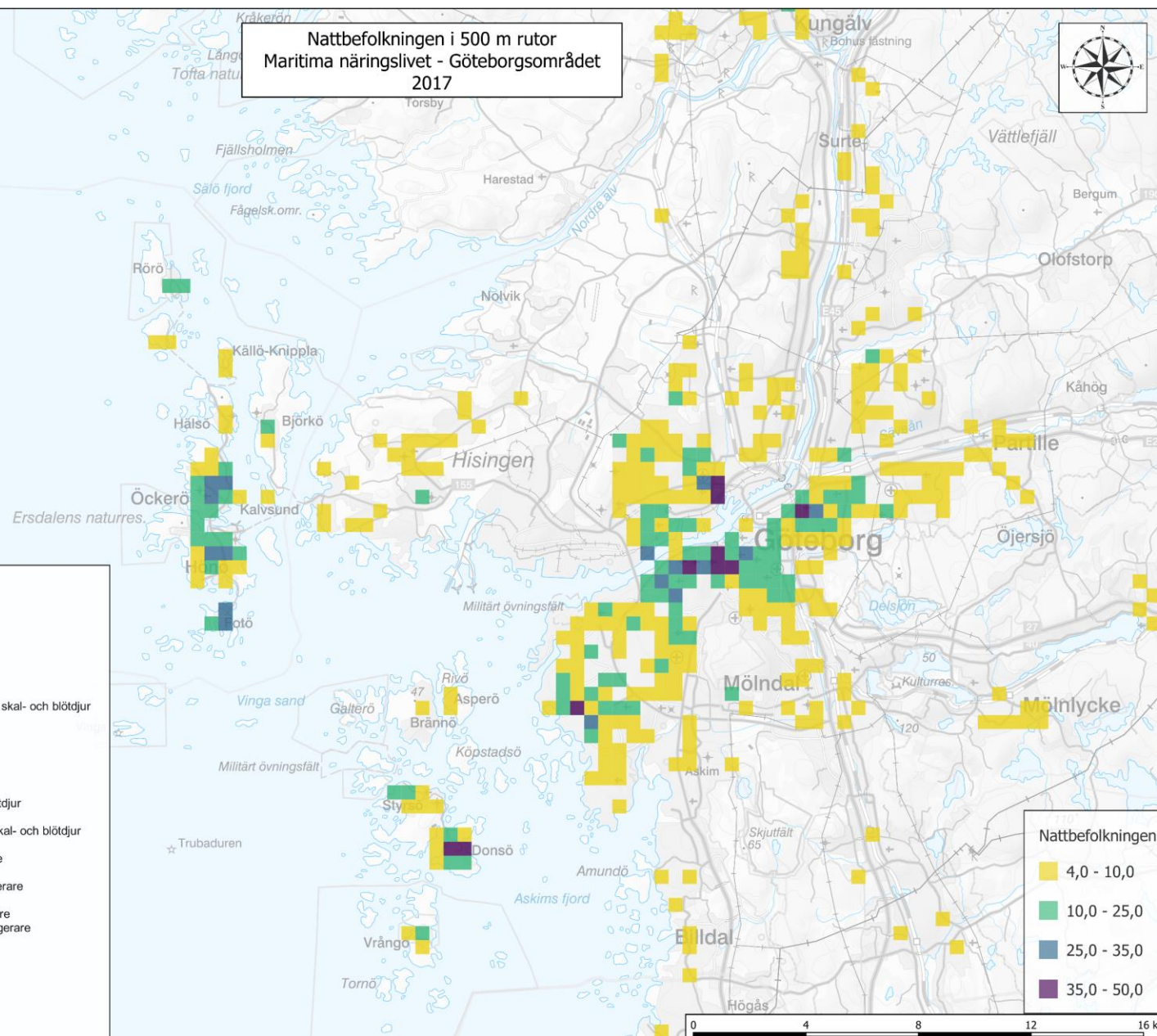
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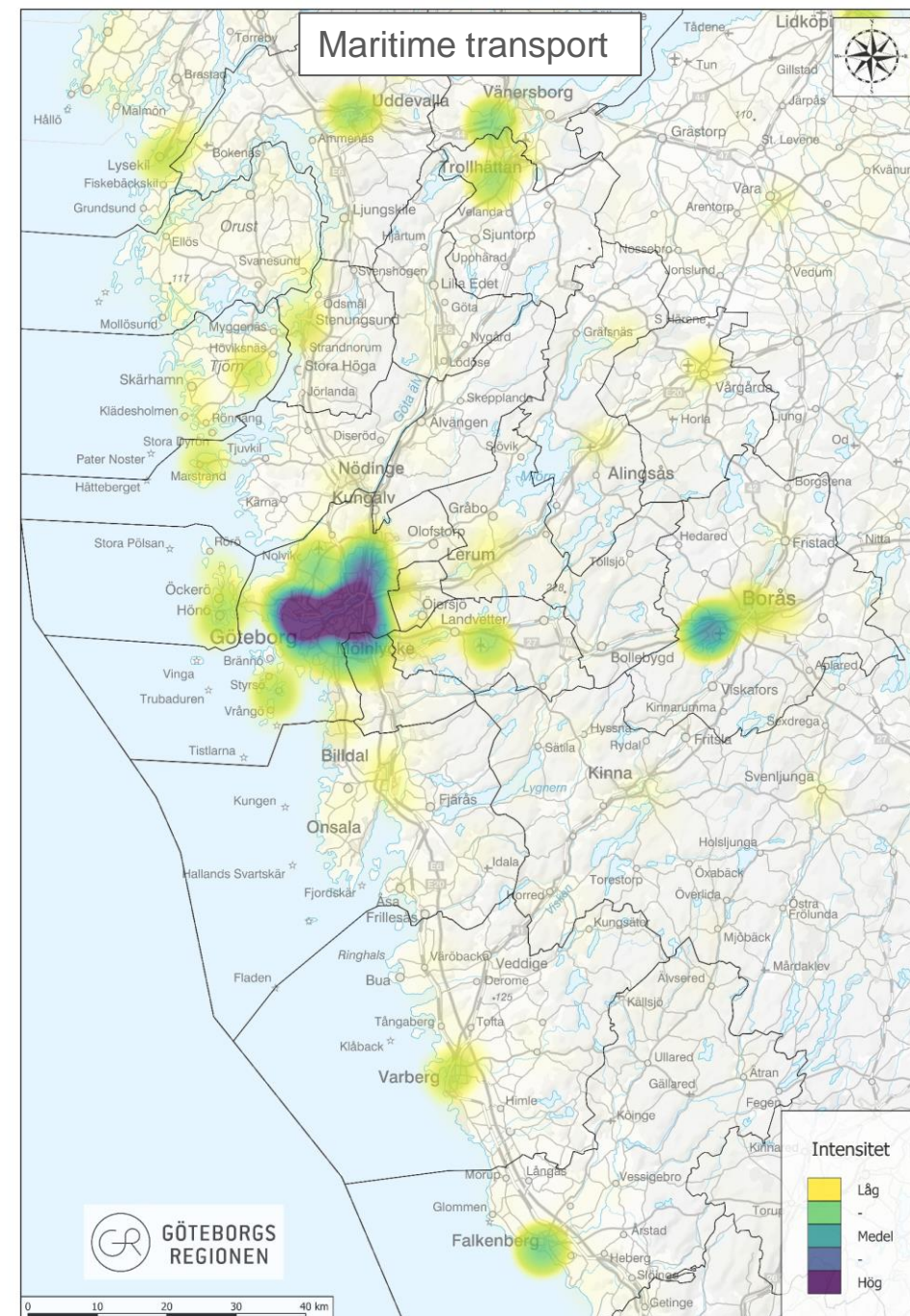
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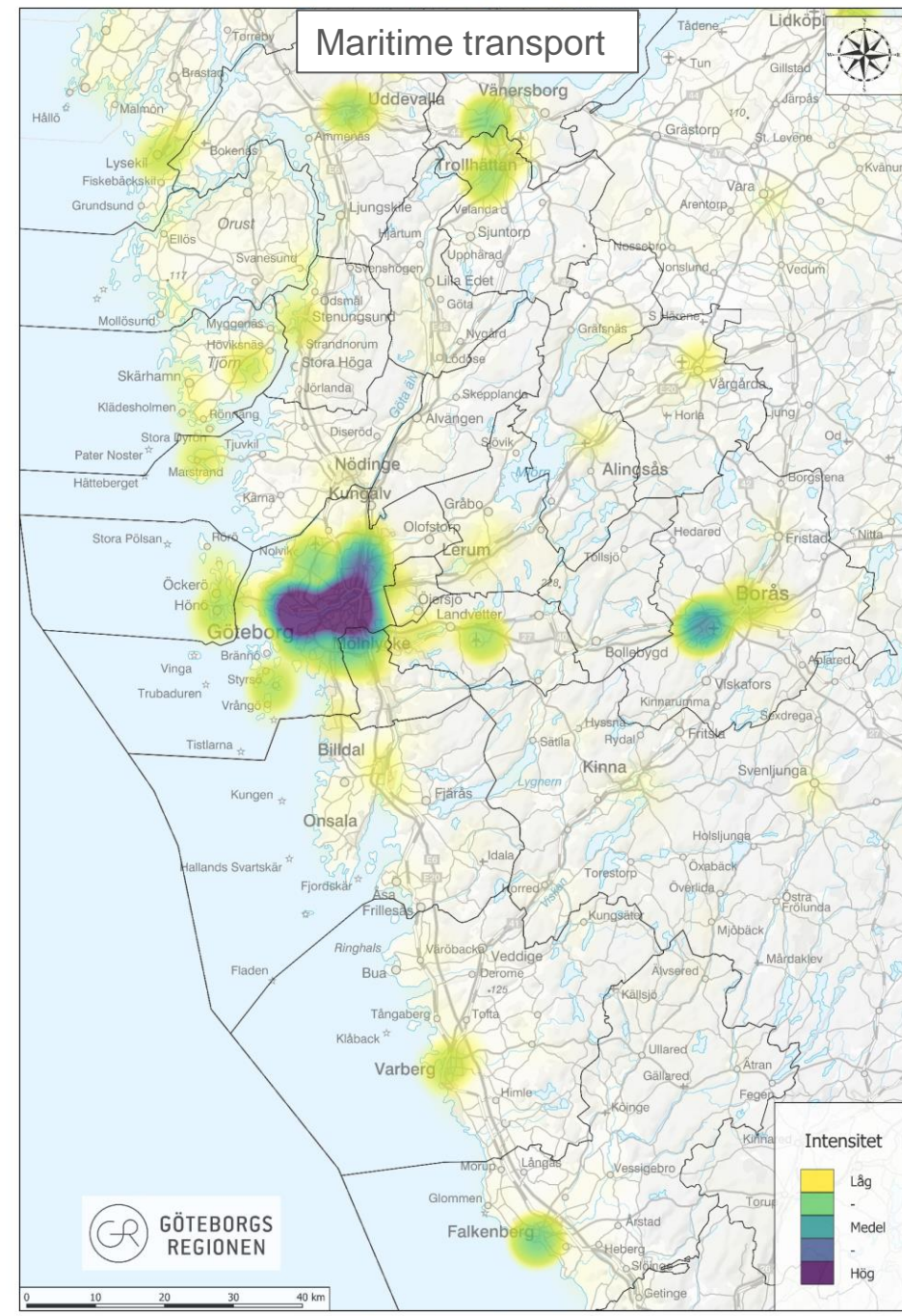
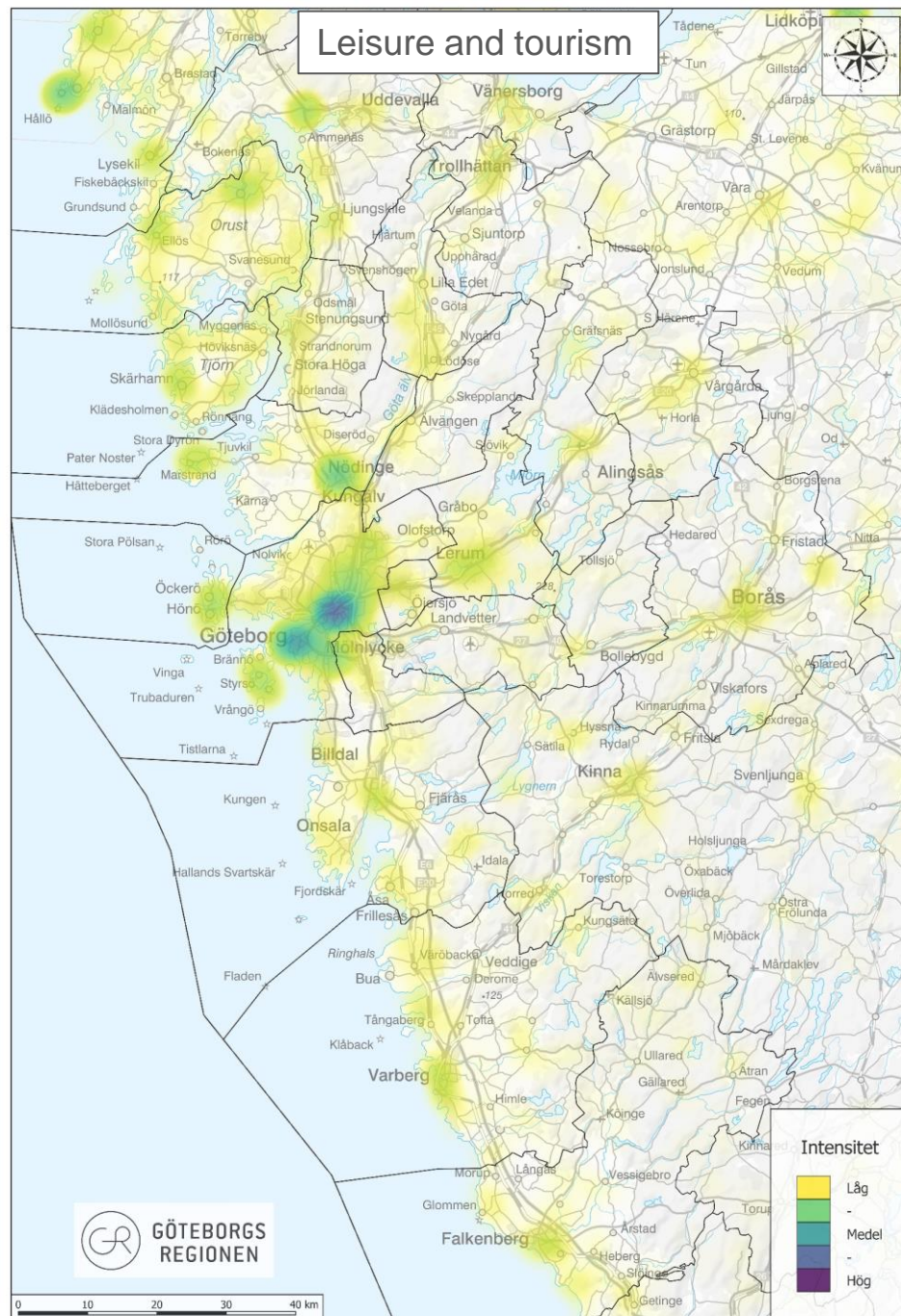
77340 Uthyrning och leasing av fartyg och båtar



Sector wise analyses

- Transport





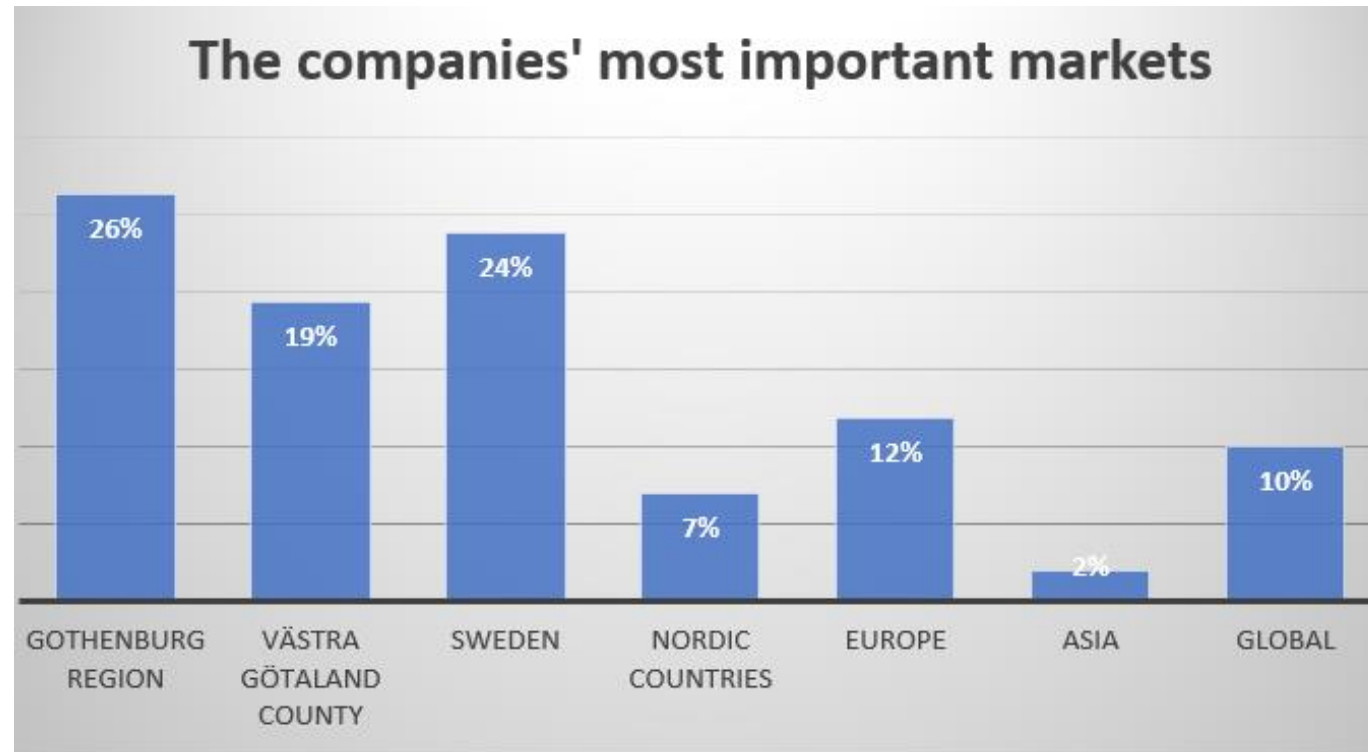
Interview study



Interview study

- Interview study with 130 small and medium sized maritime businesses.
- Structured telephone interviews.
- Focus on most important markets and networks, supply of competence, local cooperation and dependence, future need for space and facilities, future development.

Most important markets





Networks and meeting places

Companies are participating in networks or meeting places with...

	2020
• Politicians	24%
• Public actors	24%
• Businesses in same sector	63%
• Businesses in different sector	22%
• Research institutes and academia	33%
• Other	11%



Networks and meeting places

Many companies experience that there is a lack of meeting places with politicians and public actors to discuss eg.

- Access and rent levels for quays
- Climate adaptation
- Infrastructure issues
- Help and advise on how to meet legal requirements on eg. environment and permit issues.
- Help with knowing where and how funding can be applied for.



Networks and meeting places

We don't get support from the municipality and the region - more discussion is needed on boat moorings and infrastructure for rapid charging of electric boats (for example)."

(Company within leisure and tourism)

Collaboration with the municipality could be better - we have a marina that is not fully occupied, the municipality has a queue but they can't transfer people over to us.

(Company in maritime technology and production)



Local cooperation

- 74% of the companies state that they are cooperating locally with other companies, the municipality or actors within the education system.
- Within most of the municipalities the average for local cooperation is between 70-80%. In some of the municipalities the number is around 90-100 % (Two of these are island municipalities)



Significance of location

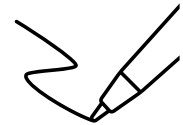
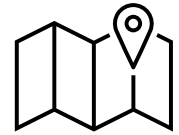
- 63 percent of the companies answered that their businesses are completely or partly dependent on location.
- Mainly companies within the sea as a natural resource (fisheries and aquaculture) and maritime technology and production considered themselves to be location dependent.
- A third of the companies' state that their share of local customers is over 50 %.
- Companies want more and developed access-points to land (locally).

Mapping of maritime businesses spatial claims

– participatory GIS-study

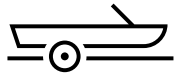
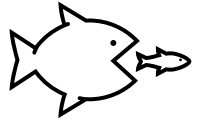
Mapping set-up

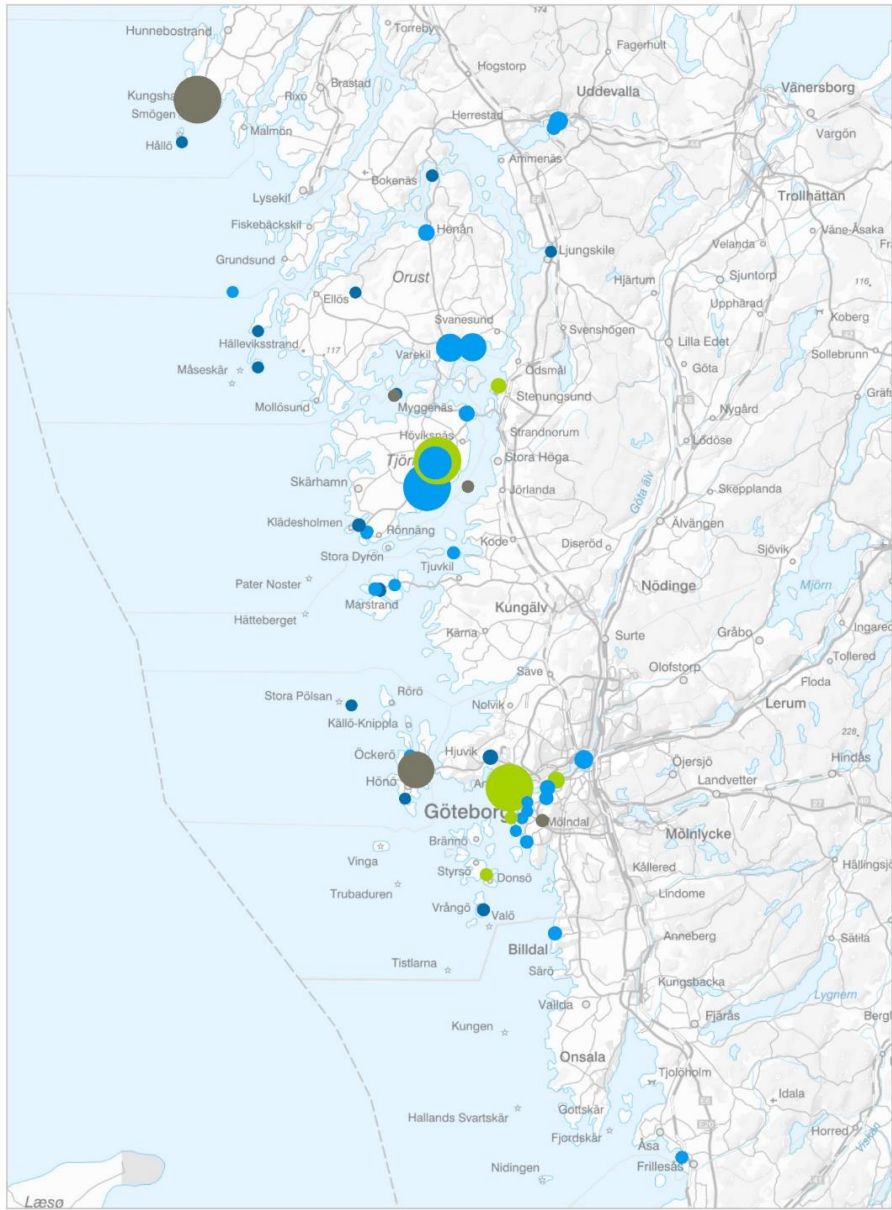
- Participatory GIS – web survey
 - Companies and municipalities
- Phone interviews with companies in chosen site typologies/location scenarios
 - Small node in outer archipelago
 - Coastal water areas with high nature value
 - Larger node by the coast/regional centre
- Issues on existing and future need for land and water areas and co-existence/sharing of space with other sectors and businesses.
- A geographical and sector wise spread, but a limited number of responses mainly due to Covid-19 - so difficult to draw general, overall conclusions.



Some findings

- Proximity to the coast is crucial for all sectors - almost all respondents state a need for access to both land and water surfaces in the coastal zone for their own facilities. “Double” accessibility an important factor.
- Future need primarily on land and some businesses also see possibilities more inland e.g. boat-storage.
- Interests stretches over municipal borders.
- Many businesses want to use more public space along the coast.
- Small businesses (with few employees) can still have need for large surfaces and vice versa. Big differences within sectors.

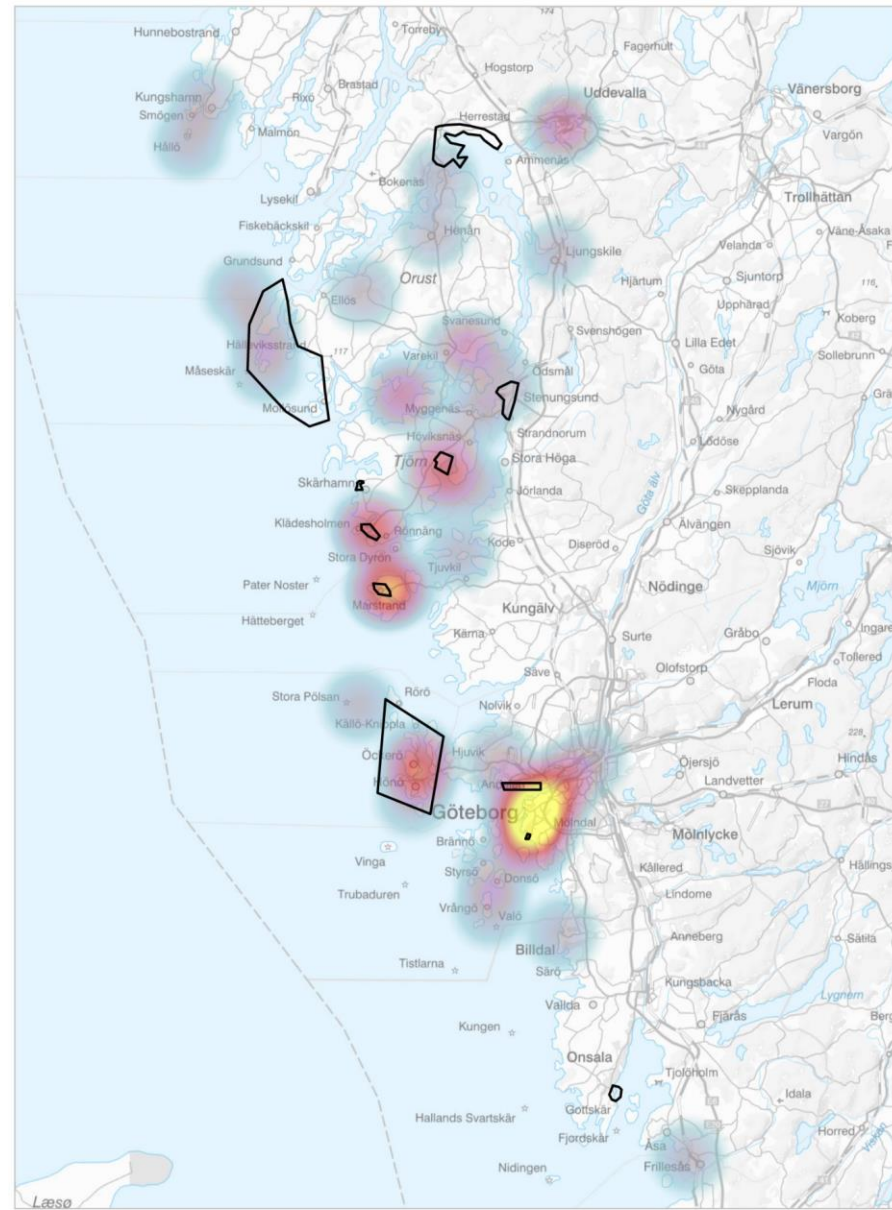
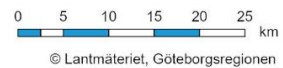
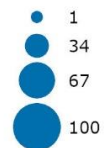




PRIMÄR SEKTORSTILLHÖRIGHET

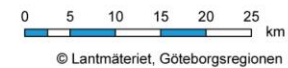
- Fritid och turism
- Marin teknik och produktion
- Havet som naturresurs
- Transport

ANTAL ANSTÄLLDA



□ Inspel från kommunerna. Utpekade områden längs kusten med särskilt högt utvecklingstryck eller många motstående intressen.

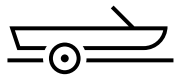
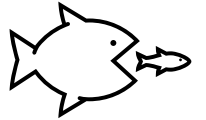
● Låg täthet av näringslivsrespondenter
 ● Högre täthet av näringslivsrespondenter



n • 1-2 June 2021 •

Some findings – sharing space

- Many of the businesses already share space.
- Businesses in the study primarily see a potential in sharing land and water surfaces with other businesses within the same sector.
- Businesses within leisure and tourism and marine technology and production also see potential to share space with businesses in other sectors.
- There can be practical, financial and legal obstacles for sharing space.





Conclusions from pilot case so far

- Blue economy – a diverse set of businesses with different preconditions – needs to be highlighted further - especially on regional and local level.
- Significance of location and local collaboration.
- The interface between land and sea/access-points to sea e.g. ports, quays, ramps etc. is very important. Possibilities for demonstration activities etc.
- Vast competition for space close to sea - sharing of space will be crucial – and there is potential.
- Framing the blue economy – Even if data is available – delimitation is a challenge and can have big implications, especially coastal tourism.

BALTIC 4th FORUM MSP

1-2 JUNE 2021, ONLINE

Delivering MSP
Interactions and Capacities
Across All Levels

Thank you!

