



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

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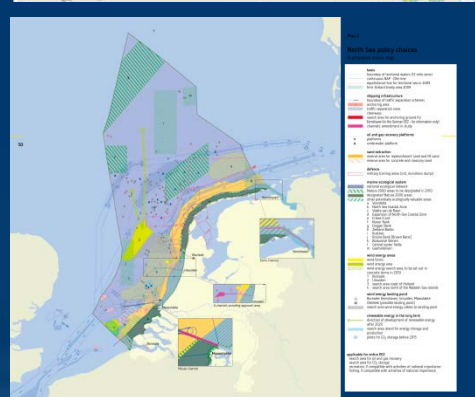
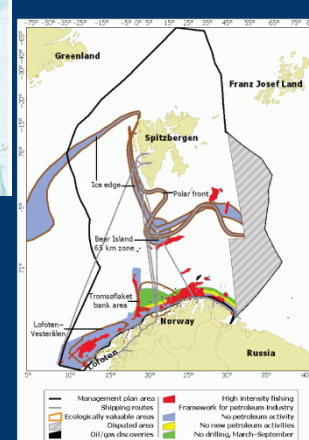
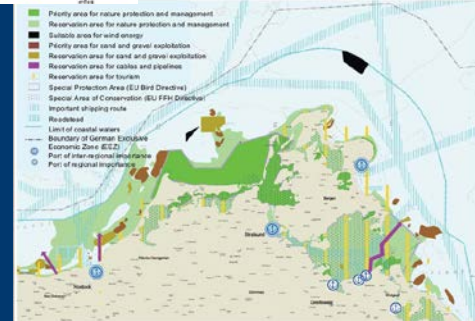
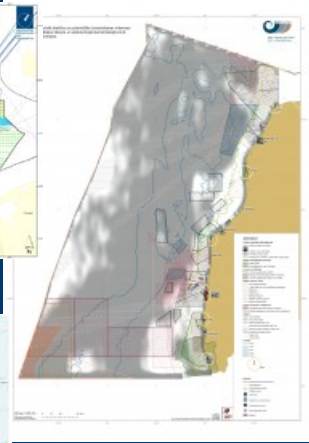
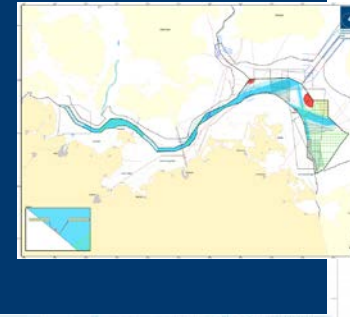
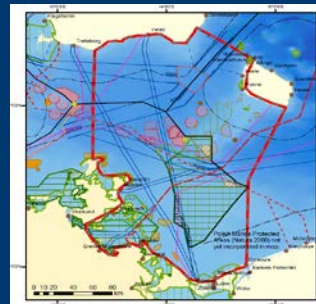
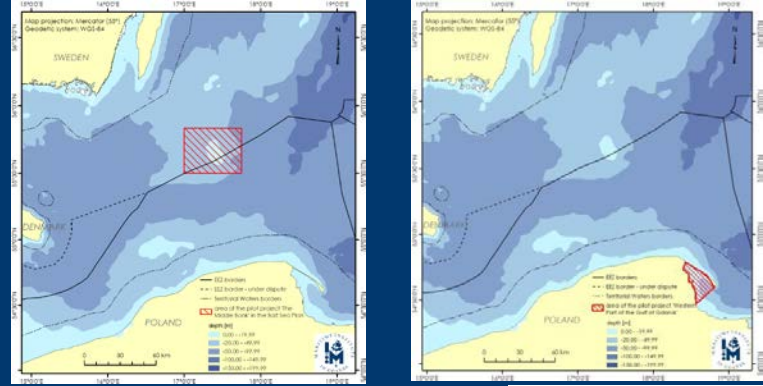
Two parts:

- Listing the existing and on-going Maritime Spatial Planning projects within Baltic Sea and beyond (if possible) and assess them according to the HELCOM-VASAB MSP Principles
- Overview of the Best Practices in the Baltic Sea Region and other maritime regions

# Assessment of plans according to the HELCOM-VASAB MSP Principles

# Plans/projects/cases examined:

- A. Pilot MSP for the Southern Middle Bank
- B. Pilot MSP for Western part of the Gulf of Gdańsk
- C. Pilot maritime spatial plan for the Western coast of Latvia and the adjacent waters
- D. Spatial plan for the German EEZ of the Baltic Sea
- E. Spatial Development programme of Mecklenburg-Vorpommern
- F. Pilot Project Pomeranian Bight / Arkona Basin
- G. Pilot MSPs for the Western coast of Hiiumaa and Saaremaa and Pärnu Bay
- H. Regional plan of Satakunta
- I. Plans of Swedish municipalities
- J. Integrated Management Plan of the Marine Environment of the Barents Sea and the Sea Areas off the Lofoten Islands
- K. Maritime Spatial Planning in the Netherlands
- L. The UK Marine Policy Statement



**1. Sustainable management**

# Operationalization of Principles

1.1. Balance between economic, environmental, social and other interests

1.2. Integration of sectoral planning

**2. Ecosystem approach**

2.1. Attention paid to the good status of the Baltic Sea ecosystem according to MFSD

2.2. Protection of the marine environment.

**3. Long term perspective and objectives**

3.1. Based on a long term vision and other long term strategies

3.2. Long term planning horizon and forward looking approach

**4. Precautionary Principle**

4.1. Existence of SEA

4.2. Existence of precautionary measures

**5. Participation and Transparency (focus on transparent participation)**

**6. High quality data and information basis (focus on attention paid to data quality)**

**7. Transnational coordination and consultation**

7.1. Attention paid to international legislation

7.2. Efforts for cross-border co-ordination

**8. Coherent terrestrial and maritime spatial planning**

**9. Planning adapted to characteristics and special conditions at different areas (focus on zoning)**

**10. Continuous planning**

10.1 Right to plan

10.2 Existence of institutional and legal conditions for...

Qualitative descriptors for determining good environmental status	To what extent can be influenced by the MSP
1) Biological diversity is maintained. The quality and occurrence of habitats and the distribution and abundance of species are in line with prevailing physiographic, geographic and climatic conditions.	MSP should ensure connectivity and coherence of habitats
(2) Non-indigenous species introduced by human activities are at levels that do not adversely alter the ecosystems.	Limited influence of MSP
(3) Populations of all commercially exploited fish and shellfish are within safe biological limits, exhibiting a population age and size distribution that is indicative of a healthy stock.	MSP can safeguard places for fish well-being (e.g. spawning and nursery grounds)
(4) All elements of the marine food webs, to the extent that they are known, occur at normal abundance and diversity and levels capable of ensuring the long-term abundance of the species and the retention of their full reproductive capacity.	MSP can safeguard habitats necessary for maintenance of food -web
(5) Human-induced eutrophication is minimised, especially adverse effects thereof, such as losses in biodiversity, ecosystem degradation, harmful algae blooms and oxygen deficiency in bottom waters.	MSP can formulate recommendations toward land-base activities
(6) Sea-floor integrity is at a level that ensures that the structure and functions of the ecosystems are safeguarded and benthic ecosystems, in particular, are not adversely affected.	MSP can safeguard sea-floor integrity
(7) Permanent alteration of hydrographical conditions does not adversely affect marine ecosystems.	MSP can control alteration of hydrographical conditions resulting from different types of constructions
(8) Concentrations of contaminants are at levels not giving rise to pollution effects.	MSP can formulate recommendations toward land-base activities
(9) Contaminants in fish and other seafood for human consumption do not exceed levels established by Community legislation or other relevant standards.	Limited influence of MSP
(10) Properties and quantities of marine litter do not cause harm to the coastal and marine environment.	Limited influence of MSP (except dumping)
(11) Introduction of energy, including underwater noise, is at levels that do not adversely affect the marine environment.	MSP can be used for noise control if necessary, however this should be controlled by building and construction permits as well

# BSAP targets that can be directly implemented by maritime spatial planning provisions

Objective	Targets	Deadline for achieving targets
Natural marine and coastal landscapes	to have an ecologically coherent and well-managed network of Baltic Sea Protected Areas (BSPAs), Natura 2000 areas and Emerald sites in the ,	By 2010
	to have common broad-scale spatial planning principles for protecting the marine environment and reconciling various interests concerning sustainable use of coastal and offshore areas, including the Coastal Strip as defined in HELCOM Rec. 15/1,	By 2012
	to ensure that “natural” and near-natural marine landscapes are adequately protected and the degraded areas will be restored.	By 2021
Thriving and balanced communities of plants and animals	to ensure that the spatial distribution, abundance and quality of the characteristic habitat-forming species, specific for each sub-region, extends close to its natural range,	By 2021,

## Example (Middle Bank)

Qualitative descriptors for determining good environmental status	Examination of the current situation	Planning provisions
(1) Biological diversity	All protected species (mammals, ichthyofauna, awifauna, macrophytes, macrozoobentos) have been analysed however only in brief due to lack of data	Protection of valuable habitats and their spatial integrity has been ensured
(2) Protection of valuable habitats and coastal landscapes	All ecologically valuable habitats were analysed	Special provisions were introduced to the plan to protect ecologically valuable habitats
(3) Populations of commercially exploited fish and shellfish	Commercial species have been analysed	Important nursery grounds for cod have been safeguarded
(4) Elements of the marine food webs,	Marine food webs have not been analysed due to lack of data and adequate spatial methodology	No provisions in the plan
(5) Human-induced eutrophication	Human-induced eutrophication has not been analysed due to the location of planning area far from the coast	Areas for mariculture for combating eutrophication have been secured in the plan
(6) Sea-floor integrity.	Sea floor has been analysed	Provisions have been elaborated to minimise use of sea floor by human activities
(7) Permanent alteration of hydrographical conditions	Hydrographical conditions have been checked	No special provisions have been elaborated due to low risk of alternation of hydrographical conditions by human activities
(8) Concentrations of hazardous substances	Concentration of contaminants has not been analysed due to lack of spatially relevant data	No provisions in the plan due to the location of planning area far from the coast
(9) Safe shipping and incident prevention	Shipping and different location of wind mills have been analysed. Attention was paid to the risk of collisions with ships and the on shore impact of such collisions	Special provisions were introduced to the plan to move shipping to the shipping corridors and to diminish risk of collision with wind mills
(10) Properties and quantities of marine litter	Marine litters have not been analysed except recalling provisions of international agreements in this field	Dumping areas have not been established
(11) Introduction of energy, including underwater noise,	Noise pollution has not been analysed due to low risk of such pollution and lack of necessary data (on impact of noise on sea ecosystem)	No special provisions have been elaborated



# Operationalization of Principles

- ++ high level or innovative way of compliance
- + compliance
- + - compliance in some aspects but several shortcomings in some others
- low level of compliance
- - lack of compliance
- . cannot be assessed

	1.1	1.2	2.1	2.2	3.1	3.2	4.1	4.2	5	6	7.1	7.2	8	9	10.1	10.2
A.	+-	++	+	+	+	+	-	+	+	+	++	+	-	+	+-	--
B.	++	-	++	++	+	+	++	+	+	+	+	.	+	++	+-	--
C.	+-	++	+	+	+	+	-	++	++	+	+	-	+	+	--	--
D.	+	+	+	+	+	+	++	++	+	+	++	+	-	+	++	-
E.	+-	+	+	+	+	+	+	+	+	+	+	+	++	+	++	-
F.	-	++	+	+	+	+	-	+	++	++	+	+	.	+	+-	--
G.	+-	++	+-	+	+	+	-	.	+	+	.	+-	+	.	--	--
J.	-	+	+	+	.	++	++	++	+	++	+-	+	-	+	+	+
K.	-	+	+	+	+	+	+	++	+	-	+	+	+	.	++	+
L.	++	+	+	+	+	+	.	.	+	+	+	+	+	+	++	+
++	2	4	1	1		1	3	4	2	2	2		1	1	4	
+	1	5	8	9	9	9	2	4	8	7	6	7	5	7	1	3
+-	4		1								1	1			3	
-	3	1					4			1		1	3			2
--															2	5
.					1		1	2		1	1	1	1	2		
<b>TOTAL %</b>	<b>80</b>	<b>133</b>	<b>105</b>	<b>110</b>	<b>100</b>	<b>110</b>	<b>103</b>	<b>150</b>	<b>120</b>	<b>147</b>	<b>117</b>	<b>92</b>	<b>89</b>	<b>112</b>	<b>105</b>	<b>36</b>

# Conclusions

1. **Strong compliance** with 4.2. i.e. existence of precautionary measures (some measures related to political or social precaution)
2. **Low compliance** with;
  - 10.2. no attention to evaluation, measurement etc (except German plans for which SEA requested such evaluations)
  - 1.1 (sustainable goals)- many plans neglected social dimension (but what is the social dimension in EEZ) some others had very general goals,
  - 8 (land-sea cohesive planning) but many plans covered only EEZ
  - 7.2. cross-border coordination n(very formal)
3. But should be interpreted with caution
  - see e.g. 4.1.
  - or high score under 5 (participation) whereas perhaps more stringent assessment is necessary since participation usually was very formal (except Latvia)

## Conclusions:

Implementation of the VASAB-HELCOM in the cross-border context, would require :

1. Existence of a vision of spatial development of the Baltic Sea,
2. Tentative agreement on the main targets to be achieved under different policies<sup>l</sup> (e.g. how much energy we want to produce in the Baltic Sea, what maritime landscapes should be protected etc.)
3. Tentative agreement on the joint qualitative descriptors for determining the good environmental status,
4. Minimum common denominator in the SEA reports structure and layout facilitating cross-border concertations
5. Joint communication frame for presentation of plans and their debating (pictograms?)
6. Joint Baltic research agenda facilitating collection and processing data necessary for the MSP,
7. Blue prints of /good practices on:
  - monitoring and evaluation systems of performance of the maritime spatial plans,
  - planning provisions (methodology) for enhancement of the cross-border co-operation in the sea space management and reducing negative cross-border impacts and risks,
  - application of precautionary provisions in different planning circumstances,
  - assessment of impact of planning provisions on long term phenomena such as the climate change, eutrophication, biodiversity, food web etc/ or alternatively on the ecosystem services.

# Good practices

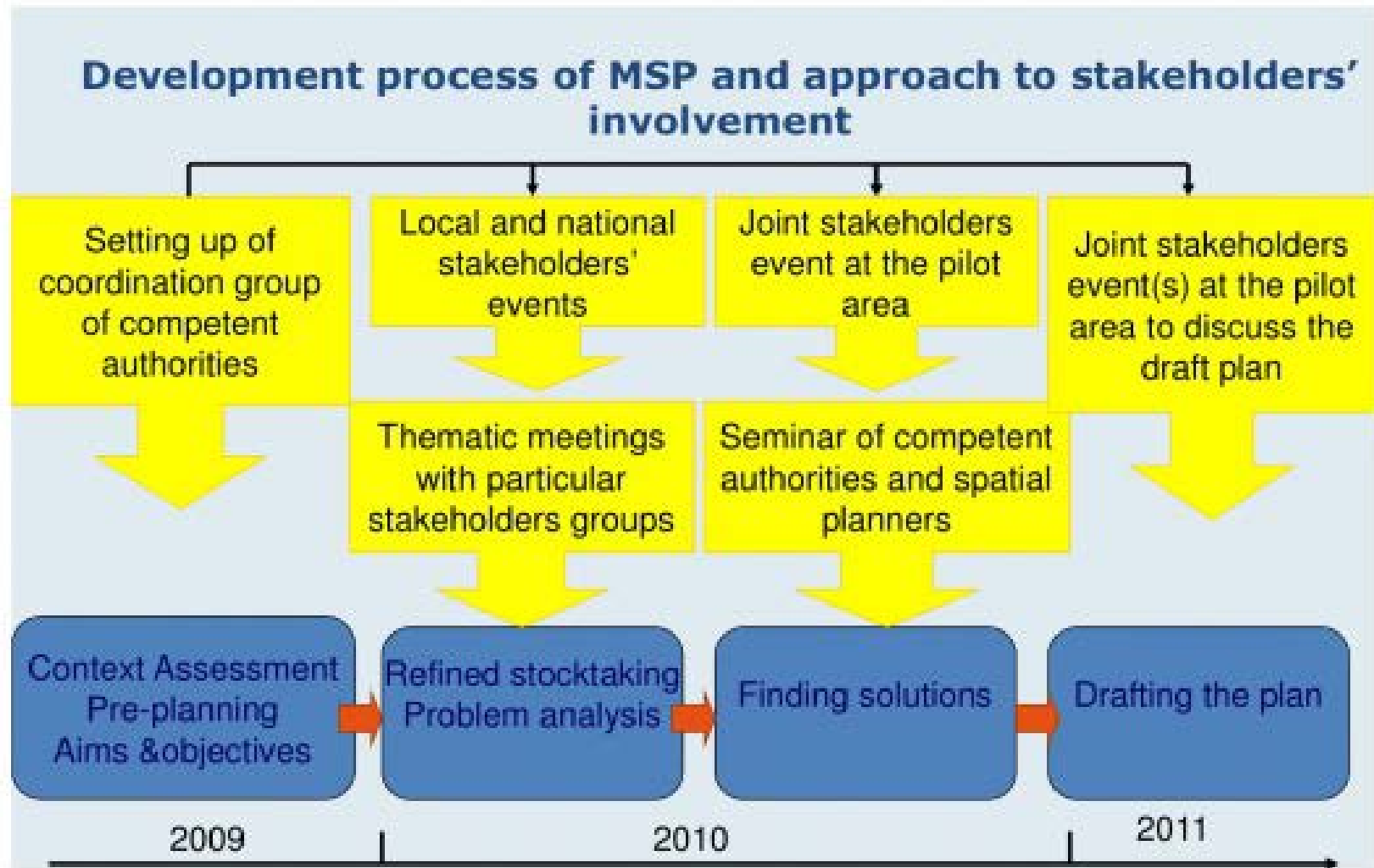
Good practices, selection criteria:

- Filling in weaknesses described above
- Enabling VASAB-HELCOM principles to function in a cross-border context
- Usefulness in a cross-border context
- *In line with findings of the Bernhard's analysis*

# Good practices proposed

1. Stakeholders involvement (Latvia)
2. Methodology for SEA for maritime spatial plans (Poland)
3. Dealing with information gaps (Poland Sweden)
4. Improving international compatibility of marine data in the BSR (BSR)
5. The Finnish Inventory Programme for the Underwater Marine Environment, VELMU (Finland)
6. BaltSeaPlan Vision 2030 (BSR)

# 1. Stakeholders involvement (Latvia)





## 2. Methodology for SEA for maritime spatial plans (Poland)

## 2. Methodology for SEA for maritime spatial plans (Poland)

Source of impact	Potential effects	Provisions of the plan	Sea basins (numbers)	Length of the coastal line in km
Coastal infrastructure	<ul style="list-style-type: none"> <li>• destruction of sea bed and bottom habitats</li> <li>• diminishing water transparency,</li> <li>• changes in landscapes (both terrestrial and maritime)</li> <li>• development of periphyton</li> </ul>	not allowed	no	0
		allowed	02, 11,15,16, 17,22	17,38
		not regulated	01, 03-10,12-14, 18-21, 22-30	58,80
	Reduction of negative impact		no	no
	Lack of reduction of negative impact		all basins	76,18
	Not relevant		–	–

### 3. Dealing with information gaps (Poland Sweden)

Gap	Short term solutions	Long term solutions
Lack of information	<p>Modeling the marine environment (e.g. habitats)</p> <p>Precautionary measures – provisions in the plan spelling out the need for further research</p> <p>Request to prepare detailed plans before large scale investments</p> <p>TIA (or TIA like) procedures for other investments</p>	<p>Shaping EMODN/ET in line with the MSP needs as the joint action of the BSR countries</p> <p>Joint BSR research Agenda for MSP</p> <p>BSR agreement on the minimum scope inventories done in relation to localization of large scale investments</p>
Lack of spatial attribution of information	<p>Extracting expert knowledge via stakeholder process</p>	<p>Promotion of interdisciplinary research Concertated BSR research – e.g. BONUS</p> <p>BSR Agreement</p>
Disclosure gap	<p>Genuine stakeholder process</p>	<p>Awareness rising on benefits of maritime spatial planning</p>
Temporal gap	<p>Reserving some space for unknown future developmental purposes.</p>	<p>Introducing multi-year maritime programming as a rule</p> <p>Regular exchange of know-how and experience on maritime spatial plans of other countries</p> <p>Joint BSR vision on the use of the marine space</p>
Communication deficiency gap	<p>Interdisciplinary and transnational planning teams</p>	<p>Minimum common denominator on MSP methodology in the BSR</p> <p>Regular exchange of know-how and experience on maritime spatial plans of other countries</p> <p>Joint BSR vision on the use of the marine space</p> <p>Joint BSR work on methodology of valorisation of marine space</p>
Institutional gap	<p>Recommendations for development of the institutional system for MSP</p> <p>Examination of background reports relevant for MSP and draft legislation proposals (and their justifications)</p>	<p>Agreement on the comprehensive objectives or visions, targets, and goals regarding the use of marine space at national and international levels.</p> <p>Operationalization of the agreed targets in line with the MSP specificity</p> <p>Development supportive tools for decision making in MSP (as proposed under BONUS)</p>

## 4. Improving international compatibility of marine data in the BSR

Dealing with inconsistencies and data and information gaps (BaltSeaPlan project).

### 1. The framework for harmonised datasets:

- setting up technical and content-related requirements,
- asking partners to send their respective data
- compiling common datasets on some of the most important activities and functions:
  - nature conservation areas
  - offshore wind energy,
  - pipelines,
  - submarine cables,
  - platforms,
  - extraction locations.

Other important activities such as shipping and fisheries were excluded as they are less easy to allocate in space and/or data is difficult to access.

### 2. Another exercise – a similar visual approach for the human activities and protected areas to enable the BaltSeaPlan maps be comparable

- the consultation process of the proposal of joint legends for the stocktake maps,
- and some proposals for MSP Planning Categories and respective legend sets.).

The description of others good practices have to be developed more in depth

We need assistance from Finland

VISION will be presented separately.

Thank you for attention