

PartiSEApate:
WP3: Local – Regional – National Consultation
Port Stakeholder Meeting

Minutes

of the informal meeting-discussion on the extension of the Lithuanian General Plan with maritime spatial plan solutions

Date: February 22, 2013

Place: Klaipeda, Klaipeda State Seaport Authority
J.Janonio g. 24, LT-92251, Klaipeda

TITLE: Informal meeting-discussion topic: *Lithuanian maritime spatial plan concept (draft) and proposed solutions for the optimization of shipping lines.*

The meeting was attended by planners from Coastal Research and Planning Institute and company "Atkulos projektai", specialists from the Lithuanian Maritime Safety Administration (MSA), Klaipeda State Seaport Authority, as well as media representatives and others.

The meeting was attended by the following stakeholders (see attached list of participants):

- Port of Klaipeda (KVJUD)
- Lithuanian Maritime Safety Administration (SLA)
- Klaipeda Stevedoring Company (KLASCO)
- Atkulos projektai (planning company)
- Coastal Research and Planning Institute (CORPI)
- Media :
 - Leidinys "Jūra"
 - 15min.lt
 - Lietuvos Rytas
 - Lietuvos Žinios

Valdas Langas briefly presented the reasons for the development of Lithuanian MSP, preparation stages, coordination and approval procedures. He also pointed out that present consultation meeting was arranged to discuss issues arising from the discrepancies between the existing/established shipping corridors and those proposed in the MSP concept solutions.

Nerijus Blažauskas made a comprehensive presentation on concept solutions for the extension of the Lithuanian General Plan with maritime spatial plan. Concept solutions are based on in-depth analysis of current situation and future sea use strategies, including application of principles such as sustainability, Pan-Baltic understanding, spatial efficiency, existing ecosystems / activities functional and spatial integrity, etc. He also noted that the concept suggest two further sea use options: option 'A' - development priority is given to the northern part of the marine area with a construction/extension of deepwater port in Butinge, and an alternative 'B' - northern marine area leave as it is with prevailing conservation status and continue to develop Klaipeda region with the

port of Klaipeda.

He also drew the audience's attention to the fact that according to AIS data ships entering or leaving the ports doesn't always follow the established shipping lanes. Therefore it is necessary to adjust the existing shipping routes accordingly. Thus, in the MSP concept the existing shipping routes are adjusted to the AIS data, and they are slightly different from the existing ones.

During the discussion, representatives from Lithuanian MSA and Klaipeda port authority have expressed these thoughts and suggestions:

- Maritime Safety Administration responsibility - to ensure the safe navigation in the established shipping routes. To this end, the MSA compile and regularly update the navigational charts of Lithuanian seaports, territorial sea and EEZ, publish hydrographic data and information on changes of navigation conditions, etc.
- At this moment the shipping routes are designated and they basically meet existing needs. It is recommended that the shipping corridor width should be up to 4 nautical miles. In Lithuanian sea area they are 4 nm wide.
- SLA representatives also noted that the work still not completed in collecting necessary information on existing shipping lanes navigational conditions, particularly in those sections that cross the neighboring countries (Russian Federation) sea area. Still lack of information on locations of mines. The Helsinki Commission (HELCOM) has also encouraged MSA together with partners from Latvia to establish the northern shipping route.
- Correction of shipping corridors is quite complex, time consuming and costly process (additional measurements, chart update, notification of relevant international organizations, etc.). So changing them according to the AIS data is currently inappropriate. In addition, more info should be collected for the identification what type and size of ships fly under the AIS fixed routes. If MSP option 'A' is approved –the new shipping corridor from Būtingė have already been designated.

Other additional issues have been discussed during the meeting: does municipal jurisdiction (boundary) should be confined to the sea-shore line, or the baseline from which the territorial sea is measured; restrictions of activities within Klaipeda port navigation channel (fishing is not allowed within 500 meters of either side of the Klaipeda port navigation channel centerline), construction of new marinas in proposed coastal settlements, etc.

Closing of the Meeting 15.00

Klaipeda, 2013-02-22



Coordinator of the Meeting
Daniel Depellegrin, CORPI