BaltSeaPlan

Lessons from the pilot projects

What was BaltSeaPlan?

- Jan 2009 – April 2012
- € 3.7 m
- Baltic Sea Region Programme

BALTSEAPLAN ACTIVITIES SET UP

BACKGROUND: BALTCOAST, PLANCOAST, BALANCE, HELCOM/VASAB PRINCIPLES, EU PRINCIPLES

The MSP Steps

Methodology

↓

Analysis of strategies on maritime space
PL, DE, LT, LV, EE, SE, RU, DK

National Recommendations

↓

BSR Policy and Trends

↓

BaltSeaPlan Vision 2030

↓

Pilot Projects:
- Pomeranian Bight DE,PL/SE/DK
- Western Gulf of Gdańsk PL
- Middle Bank PL/SE
- Western Baltic T-Route DK
- Pärnu Bay EE
- Hiiuma & Saaremaa Islands EE
- Western Coast of Latvia LV
- Lithuanian Sea

Data Collection/Gaps

Various Data Generation Studies: Seabed, noise, fish, remote sensing

Various Decision-Making Applications: MARXAN, Boundary GIS, Fish, Planning

Various Stakeholder Methods

Pilot/National Recommendations

SPECIFIC RECOMMENDATIONS:
Modelling for MSP, Data for MSP, Stakeholder Involvement in MSP, Fishery in MSP, SEA for MSP

BALTSEAPLAN FINDINGS: SUMMARY OF EXPERIENCE AND LESSONS LEARNED

A. Schultz-Zehden, Final Partner Meeting 11/01/12

What was BaltSeaPlan?

National and transnational pilot projects as a core

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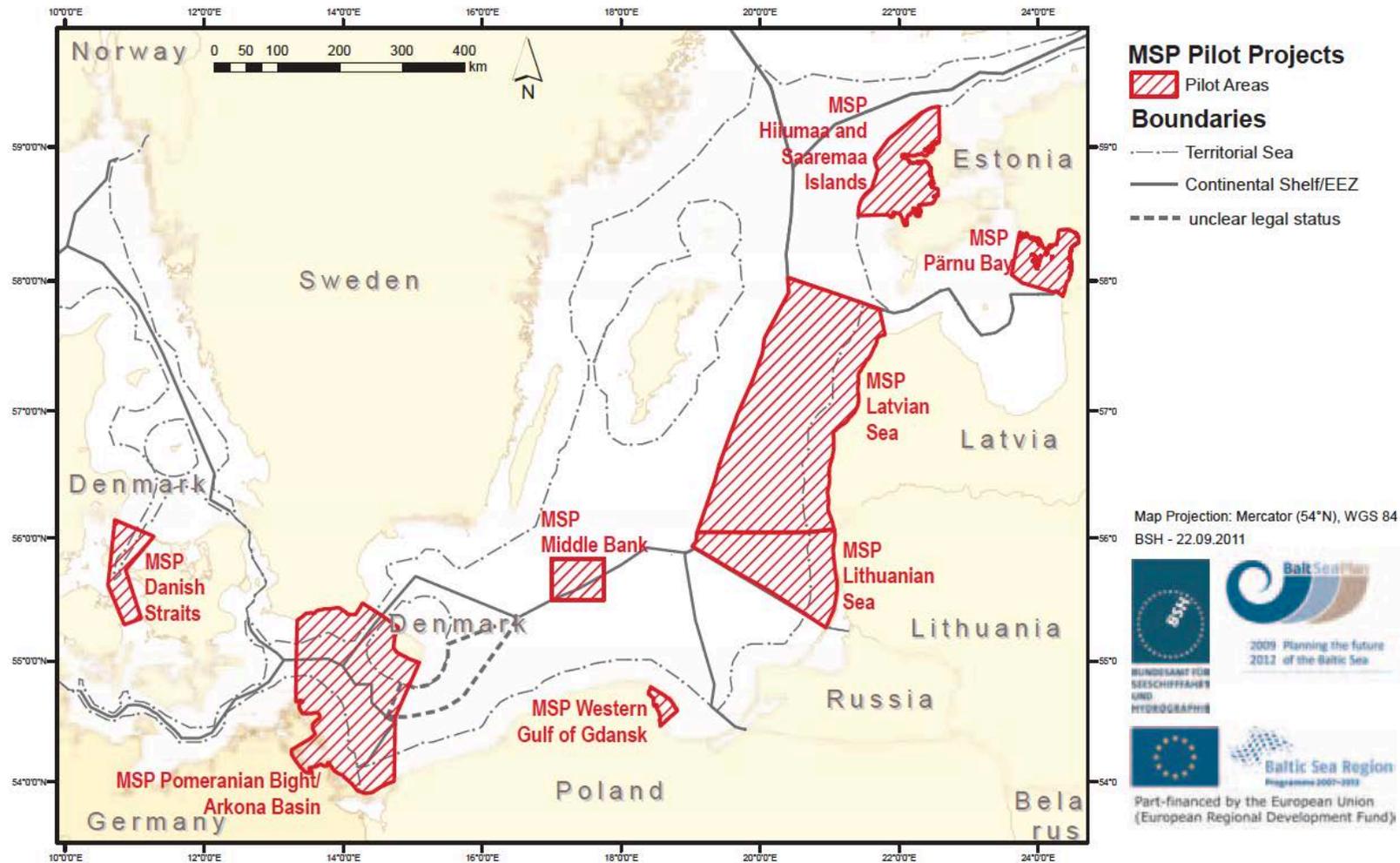
What was BaltSeaPlan?

- One planning cycle, but a linked set of activities rather than a sequence

THE INTEGRATED MSP PROCESS

Natural and socio-economic environment

Strategies affecting the marine and coastal environment

Assess the context 1

Draw up a vision, aims and objectives 2

Evaluate the results 8

Refine the stocktake 3

Implement the plan 7

Stakeholder perspective

Draft a spatial plan 6

Analyse the spatial conflicts 4

Develop solutions 5

Public acceptance

Availability and quality of data

Institutional and legal framework

Source: Schultz-Zehden et al. 2008: PlanCoast Handbook on IMSP

Getting started

Lesson 1:
General validity of the MSP cycle

- The planning cycle works for many different MSP projects
- Think about the entire cycle right from the beginning

Lesson 2:
There is no set maritime spatial plan

- Despite similar overall aims and objectives, BaltSeaPlan partners developed different types of plans. These differences grow from different situations in the pilot areas and different national starting points

- It is important to definethe type of plan before engaging in planning:
  - *Vision for marine space*
  - *Strategic plans setting out principles for marine use and options for allocating space*
  - *„zoning plan" with designated areas for certain uses.*

Gathering information

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Preparing for the planning stage

Stocktaking: Providing planners with an overview of the current situation and a sense of context

BaltSeaPlan partners collected information on:

– *Boundaries at sea*

– *Physical/biological context: bathymetry, ecology, geology, oceanography, climate data, vulnerability indices etc.*

– *Human activities (present, planned, relevant former)*

– *Designated areas and regulations (MSP, IMO, EU)*

– *Designated areas for nature conservation (EU, HELCOM, UNESCO etc)*

Preparing for the planning stage

Information needed from the stocktake:

- **Offshore wind farms:** All wind farms planned, approved or constructed in the pilot area
- **Shipping routes:** Maritime regulations (IMO, TSS, other categories);   Shipping intensity – frequency of use – present situation, predicted development, number of ships, type of ship (bulk carrier, tanker, container carrier, ferry), regular connections / routes (ferries), fishing traffic, leisure traffic, ports / areas, roadsteads, anchorages, obstacles (wrecks etc.), closed areas / access restrictions, danger areas (ammunition etc.), accidents / strandings / collisions, oil spills, pollution (air / water)
- **Cables & Pipelines:** All (existing & planned) submarine cables & pipelines
- **Industry:** (existing / planned areas) Platforms, sand and gravel extraction, gas / oil extraction, other mining, related information (CCS, brine etc., dredging, dumping
- **Tourism:** Submarine heritage, submerged historic settlement areas & sites, wrecks, important tourist areas (land/sea), tourism infrastructure, leisure traffic
- **Military Exercise Areas:** Existing areas, planned areas
- **Fishery:** Fishing effort, target species, fishing gear, fishing seasons
- **Ecosystem and Biology:** Habitats, bird migrating routes, bird numbers, fish spawning areas, fish nursing areas, Nature conservation, (current and planned) designated areas, other valuable habitats
- **Meteorology:** wind conditions (speed etc.), extreme weather conditions etc.
- **Geology, Bathymetry, Oceanographic information:** Currents, Salinity, Hypoxia / anoxia, Temperature, Stratification, Ice conditions, Water levels / highest floods, historic water levels, hazardous substances / particles, eutrophication (nitrate etc.), geology / geomorphology, Bathymetry, Seabed / morphology, geology / sediment characteristics, development of seabed (dependent on changing water level),
- **Administration, Sociology, Planning Context:** Boundaries, Base line, Territorial sea, EEZ, development on land, demography, economic situation, planning objectives, MSP, Existing regulation

Preparing for the planning stage

Lesson 3:
Stocktaking must be targeted

- Stocktaking takes time and effort

Lesson 4:
The information gathered should be spatially relevant

- It pays to be clear about what information is to be gathered:
  - *Why this data?*
  - *What are the spatial/planning consequences of the data gathered?*
  - *How can the data be taken into account in the maritime spatial plan?*

BaltSeaPlan   **Preparing for the planning stage**

Many problems were encountered with respect to data, such as:

- Lack of information/knowledge (data quality, usability, reliability)

- Communication gaps (data availability)

- Temporal gaps

- Lack of spatial attribution (data usability)

- Disclosure gap (data accessibility)

- Institutional gap

Lesson 5:
Socio-economic data is urgently needed

- Little information is available on the economics significance of maritime sectors and their role in maritime regions (e.g. employment, income, contribution to GDP etc.)

- This information is important for comparative purposes and conflict analysis (weighing up options)

Preparing for the planning stage

Lesson 6:
It is possible to fill data gaps

- Work with models to approximate data
  - *Hydrodynamic models*
  - *Habitat models*
  - *Management models (MARXAN)*
- Apply the precautionary principle in the plan
  - *Reserve space for unknown future development*
- Prepare detailed plans before large scale investment
- Tap a range of sources
  - *Interdisciplinary/transnational planning teams*
  - *Examine background reports/draft legislation*
- Talk to stakeholders as holders of key information

Spatial distribution of reefs under current (left) and changed climatic conditions (right)
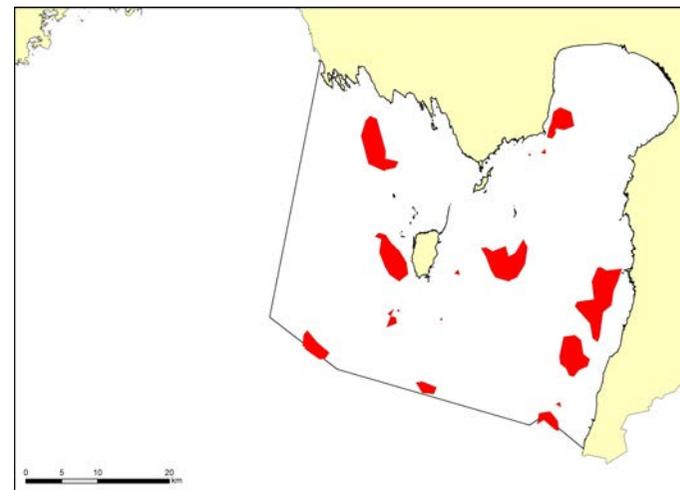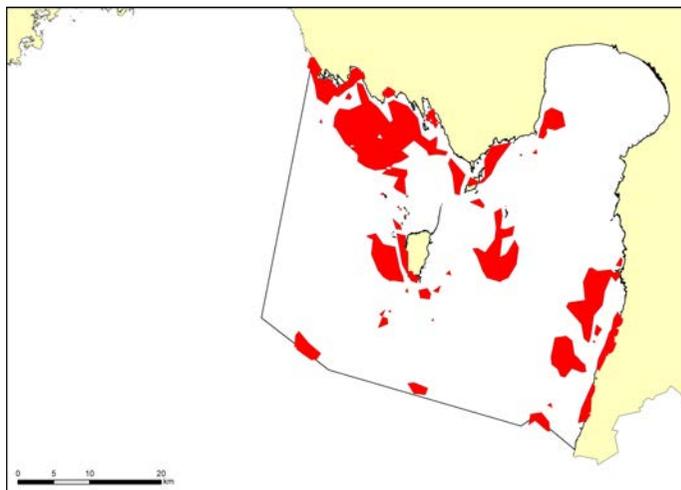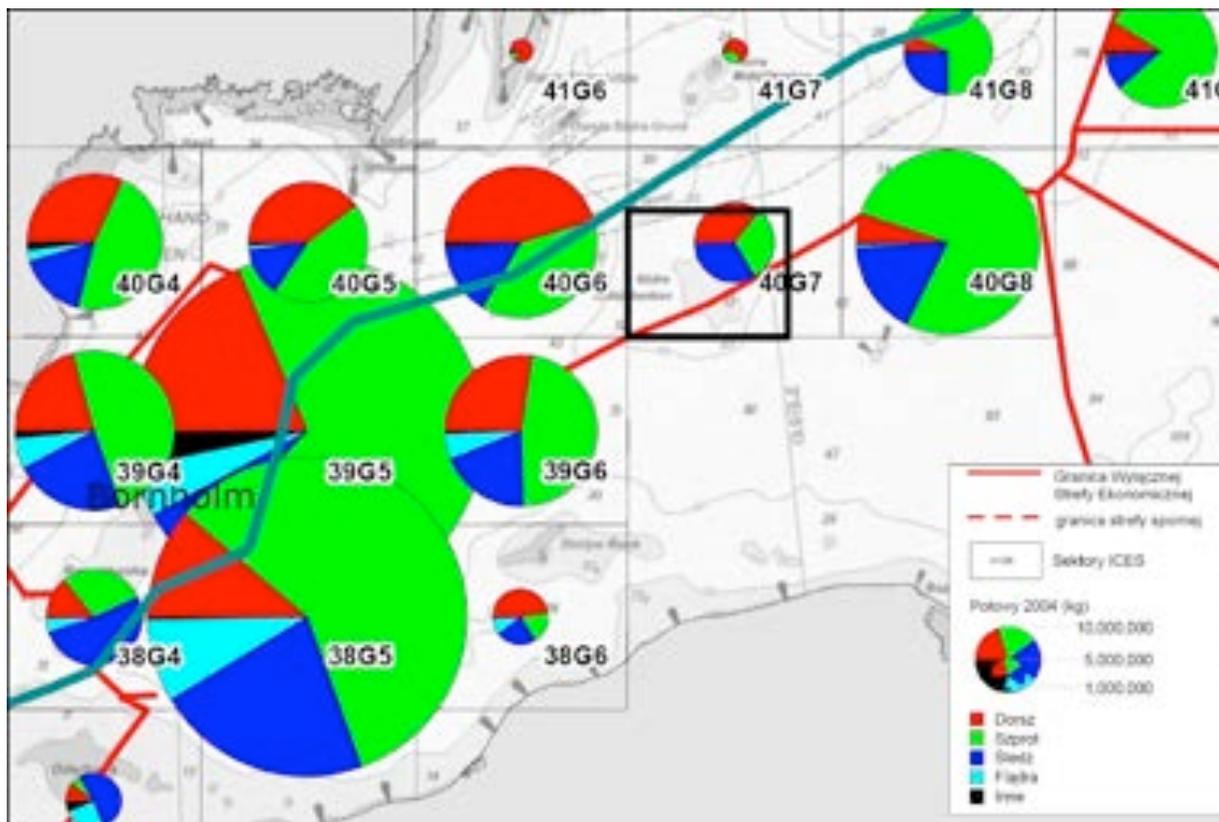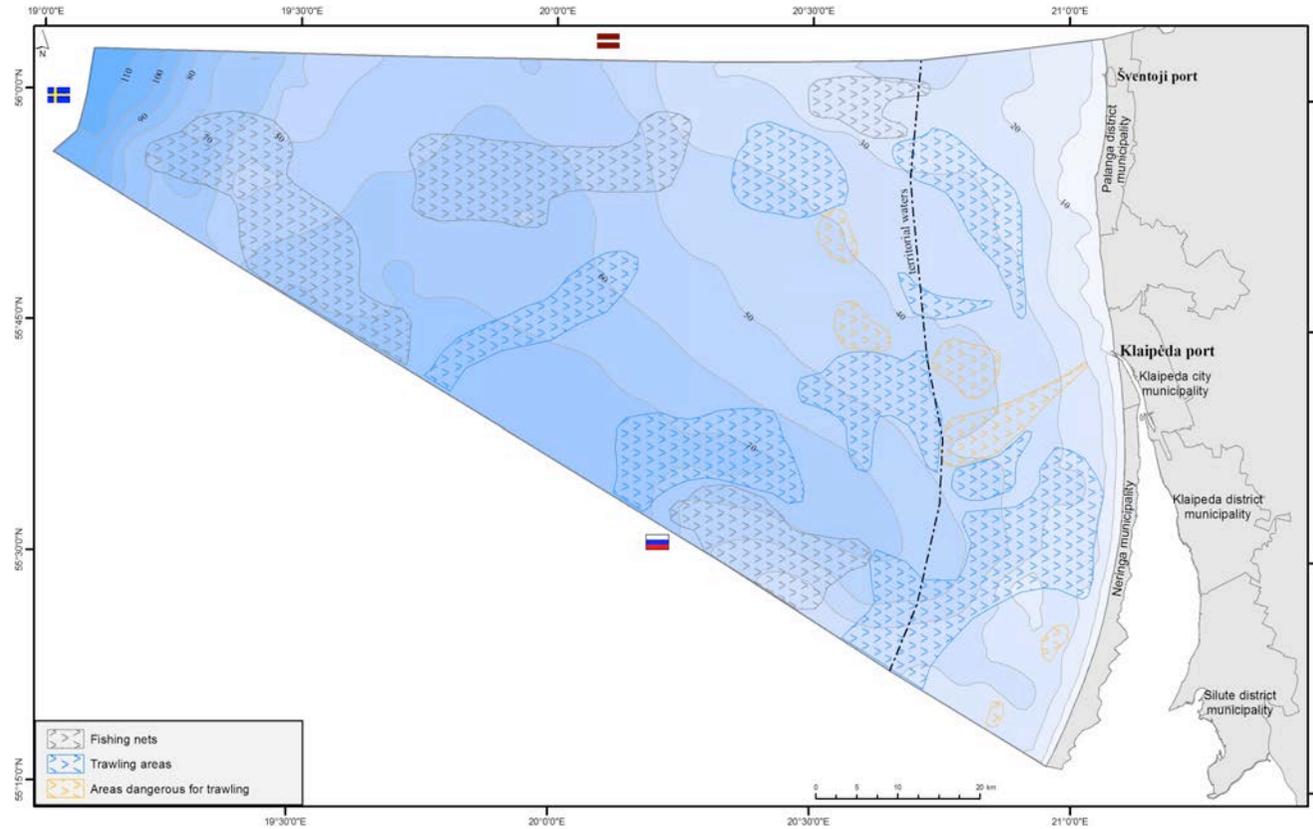
Total volume of catches in
ICES squares in 2004

2004 - 2009. gada zvejas vietas
Pasīvie zvejas rīki

Karti sagatavoja Bärbel Müller-Karulis & Ivo Šics, 2010.

Kartes sagatavošanā izmantoti SIA "Envirotech" datu bāzes
"GIS Latvija 9.0" pamatkartes dati.
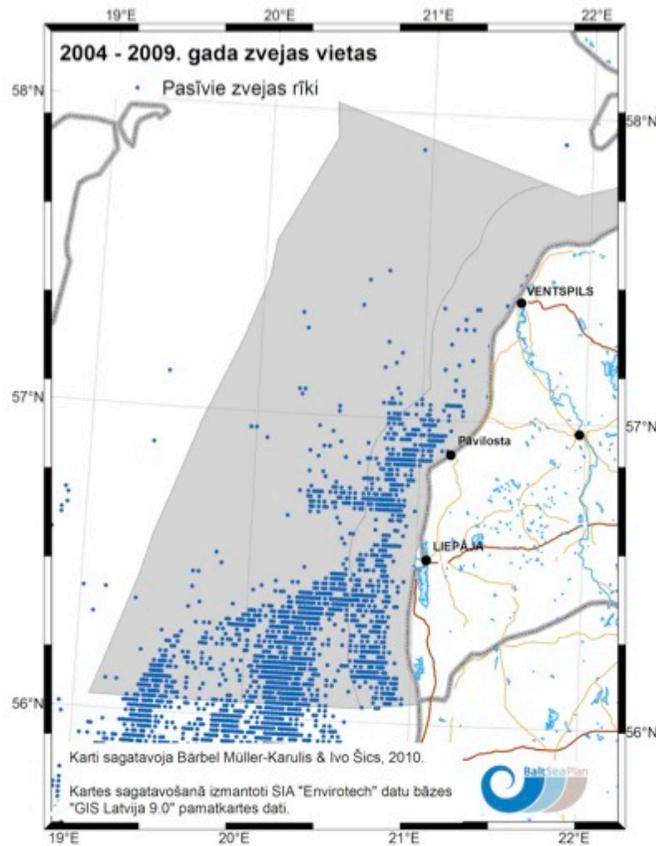
Location of fishing operations in Latvian EEZ in 2004-2009 (gill nets)

Licenses for commercial fishing (nets and trawling) and areas dangerous for trawling (based on information from captains of fishing boats)

Conflict analysis

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Conflict analysis

Elements of conflict analysis in BaltSeaPlan:

- Collating sectoral targets and priorities ,

- Rating existing and potential conflicts,

- Assessing spatial compatibilities of uses and expected uses (conflict matrices)

- Visualisation of conflicts in space

- Differentiating between different types of conflict (management proposals for different conflicts)

Lesson 7:
Stakeholder involvement is key to conflict analysis

- Involve them as early as the information gathering stage, but definitely at the stage of identifying and rating conflicts.

- Talk to separate stakeholder groups (sectors) first before bringing them together

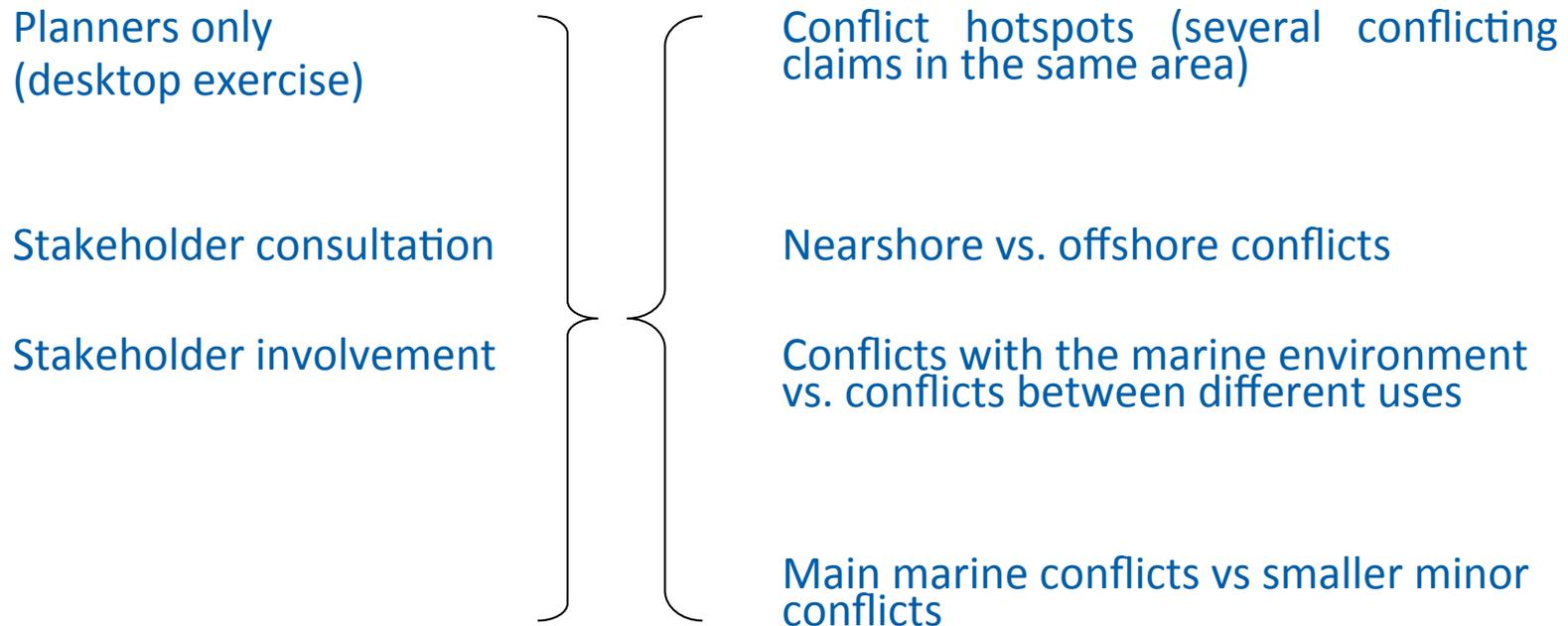- Tools such as Web GIS and methods such as World Café are helpful here.

# Stakeholder involvement in conflict analysis: World Café method in Latvia

Wind parks
Oil mining
Shipping
Tourism

Fishery

Wind parks
Military interests
Fishery

Shipping and port development

Wind park development

Energy
Military interests
Shipping
Fishery
Nature assets
Oil mining

Wind parks
Military interests
Fishery
Ports
Infrastructure
Nature assets

Tourism

Conflict analysis

Typology of conflicts identified in the pilot projects and degree of stakeholder involvement

Planners only
(desktop exercise)

Stakeholder consultation

Stakeholder involvement

Conflict hotspots (several conflicting claims in the same area)

Nearshore vs. offshore conflicts

Conflicts with the marine environment vs. conflicts between different uses

Main marine conflicts vs smaller minor conflicts

Conflict analysis

Lesson 8:
Conflict analysis must take account of dynamic developments and changing stakeholder opinion
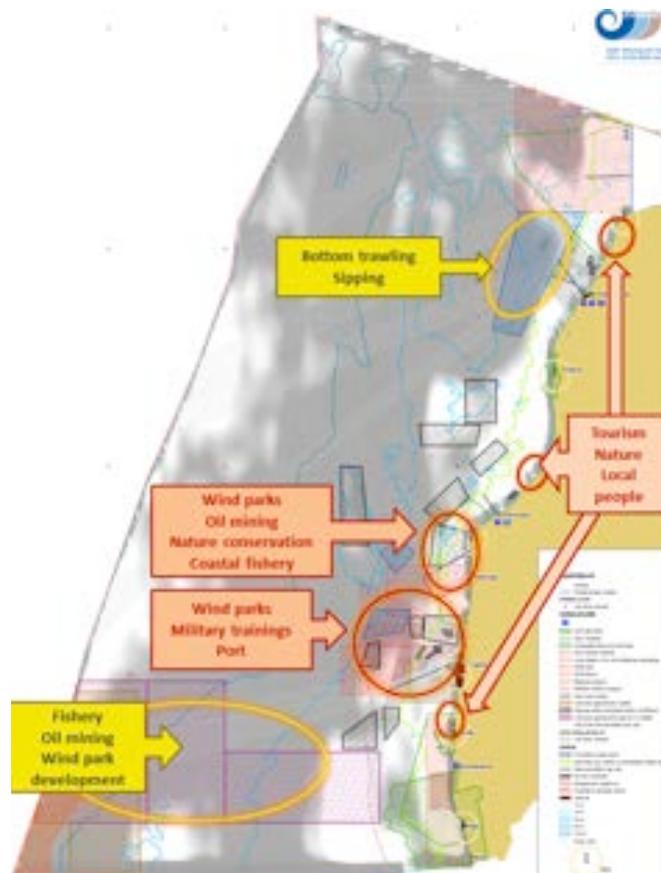
Conflicts identified October 2010
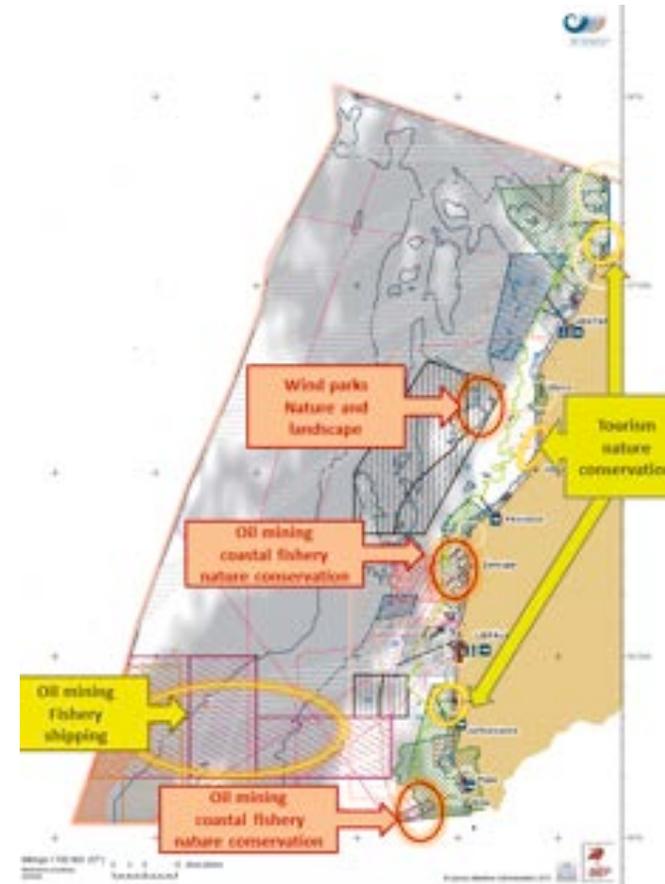
Conflicts identified June 2011

Conflict analysis

Lesson 9:
Conflict analysis needs to take greater account of future trends

- BaltSeaPlan partners mostly focused on existing marine uses and planned uses if evident from national policies. (e.g. conflict matrix, list of potential conflicts)

- Anticipating the future is difficult because of lack of information (e.g. OWF targets), unclear policies, impacts and long-term time horizon (e.g. climate change)

- Use of models can help here

- Better use of socio-economic data required

Lesson 10:
Spatial overlap is not the same as conflict

- There are hardly any areas without use and very few single use areas
- Difference between overlap maps and conflict maps

Middle Bank – overlaps....

Pomeranian Bight - conflicts

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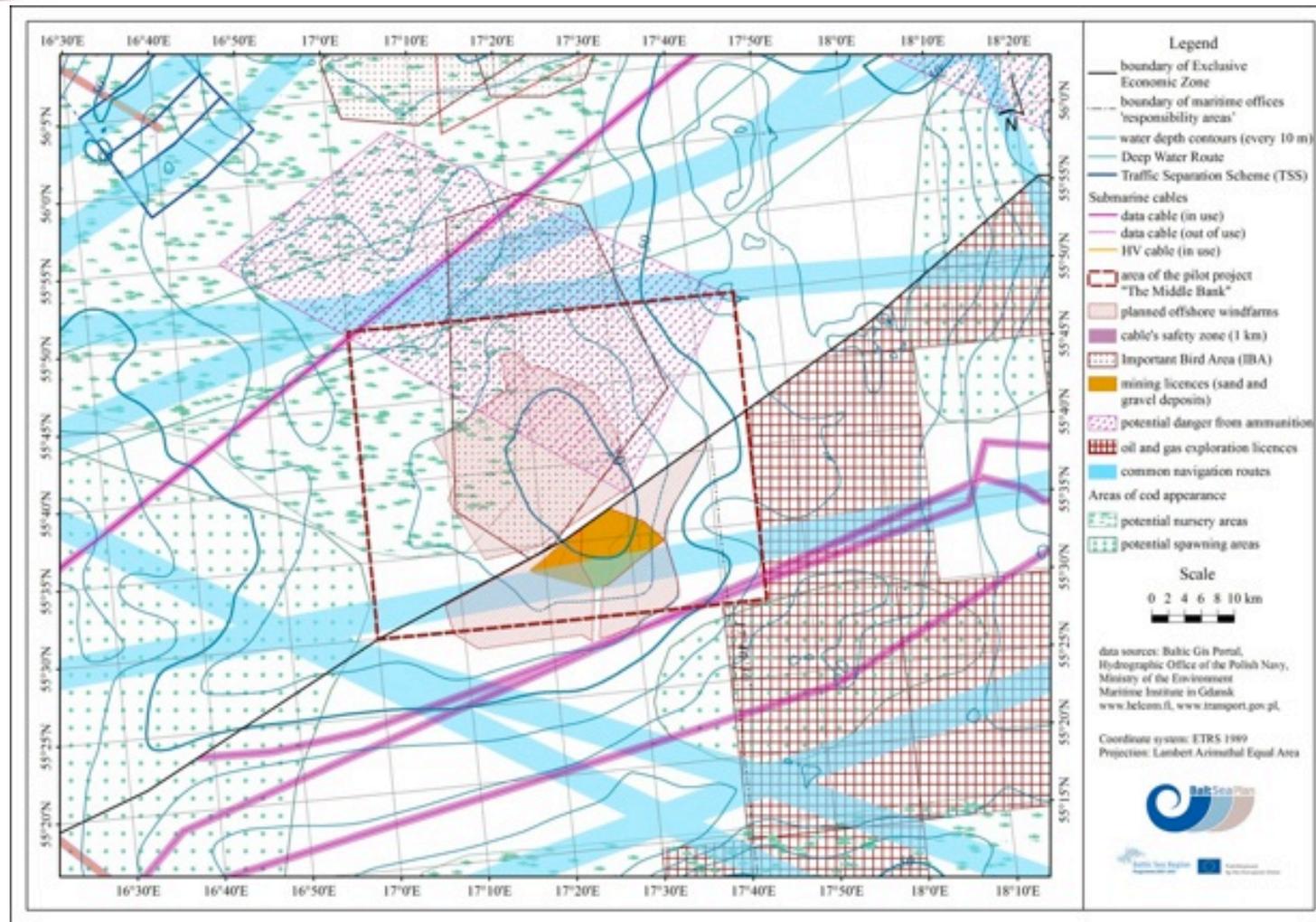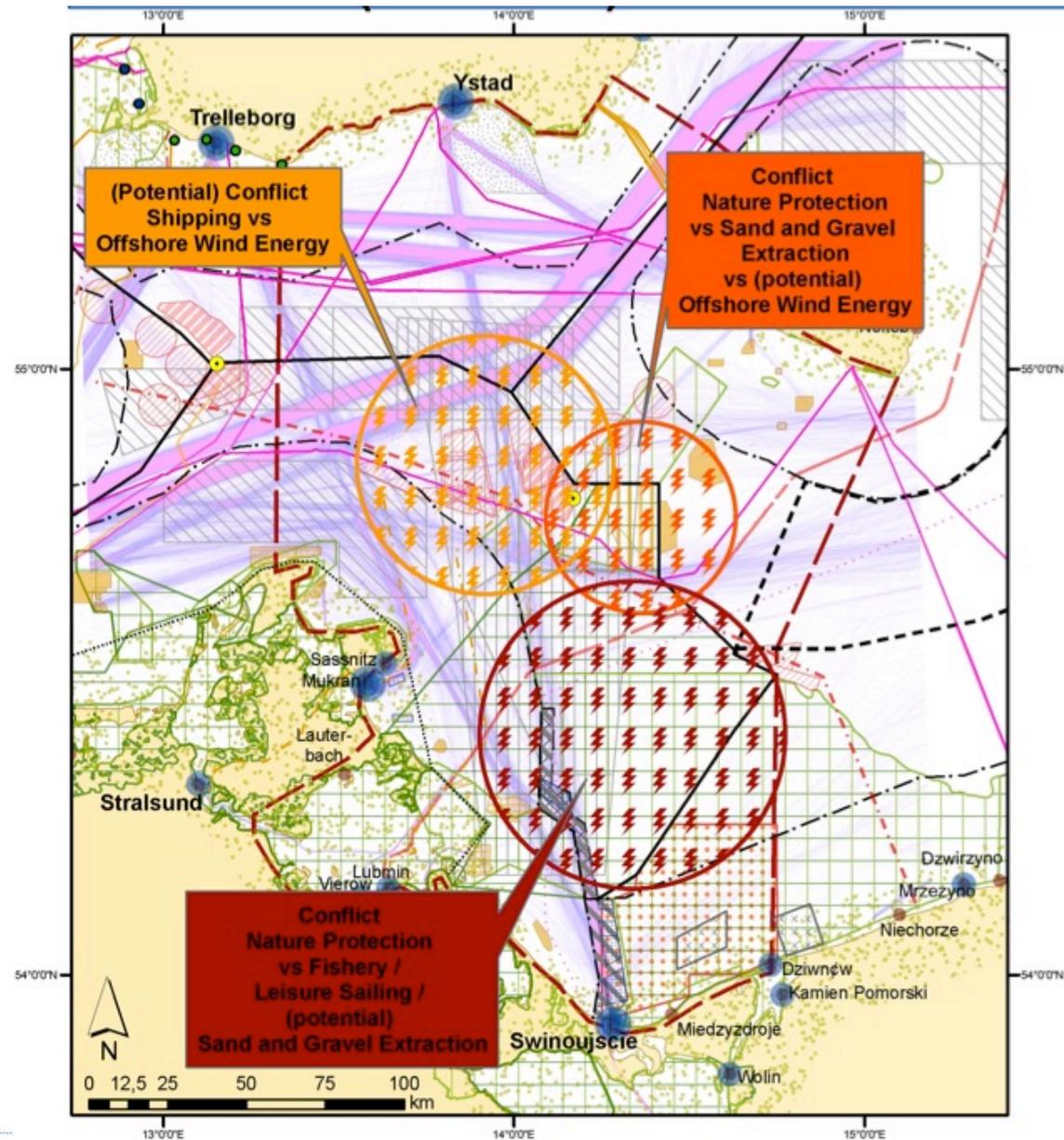
Conflict analysis

Lesson 11:
Look for synergies as well as conflicts

- BaltSeaPlan partners mostly focused on conflicts
- Focus on synergies can be helpful

Lesson 12:
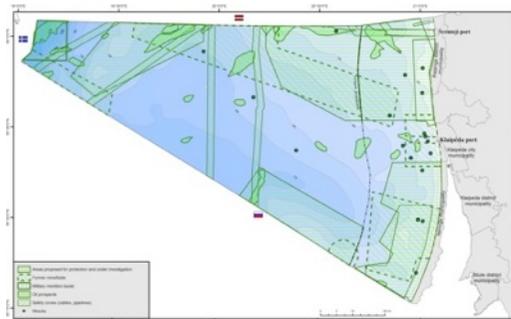# The rationale of conflict analysis impacts on the rationale of the plan

- Both must be „one logic"
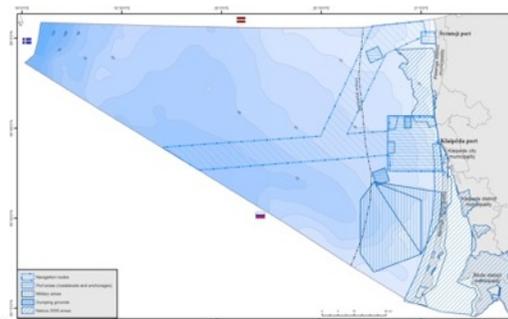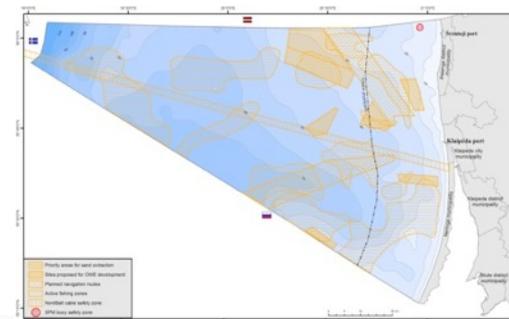 - *Conflict vs synergy focus*
  - *Typologies of conflict*

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Lithuanian Sea
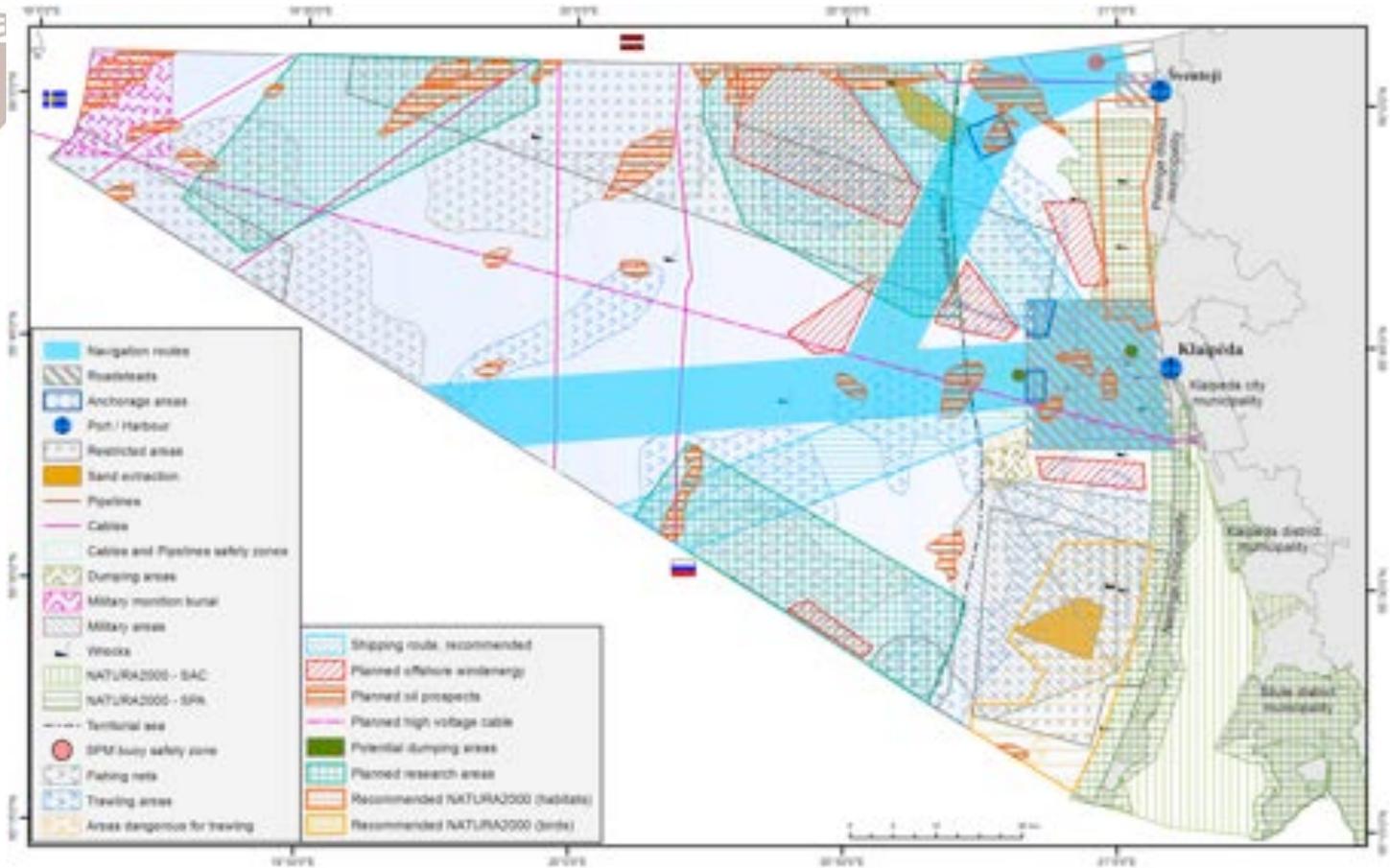
Areas of special concern

Areas already reserved by other uses
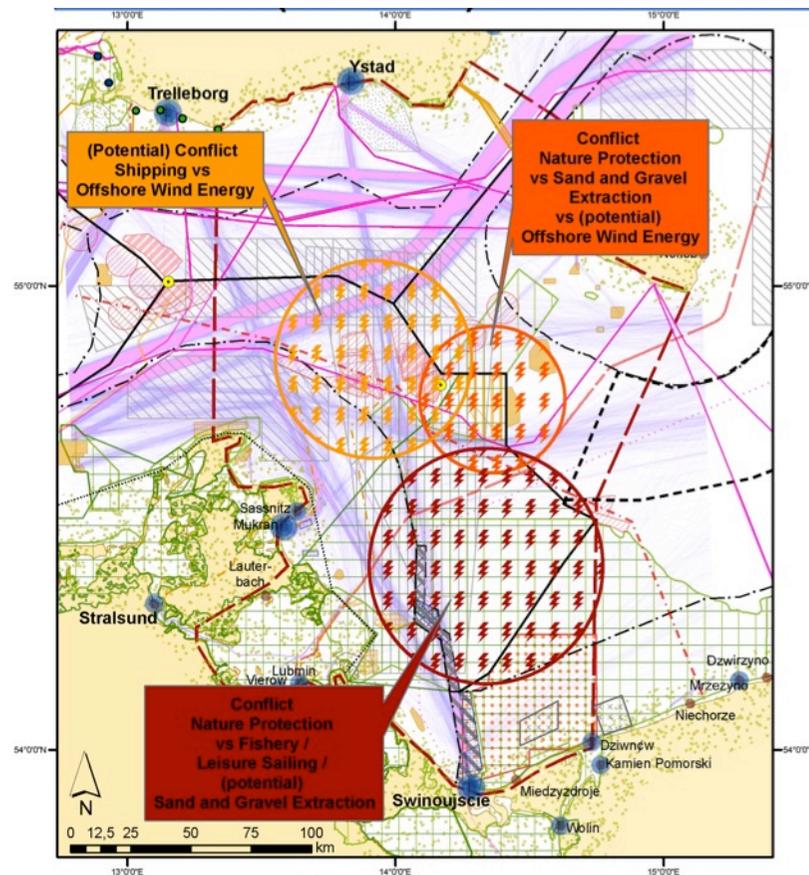
Priority (orange) no go areas (red)

Lesson 13:
Conflict analysis should end with a clear task for planners

- What is the problem to be solved by the maritime spatial plan?

- Will the plan promote synergies, or seek to preclude conflicts? Will it exclude or encourage uses?

- An indication should be given of what priorities should be set in space and why.

Planning
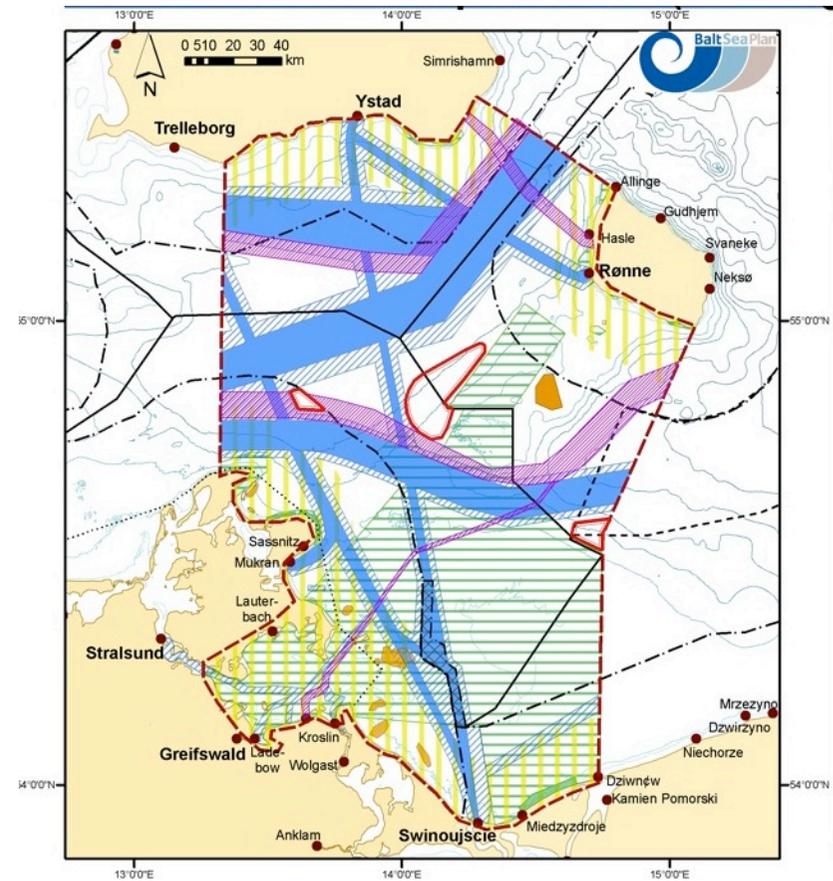
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Pomeranian Bight

Conflicts

Plan

Western Coast of Latvia

BaltSeaPlan **Planning**

Middle Bank

Plan

Spatial overlap

Lesson 14:
There is no uniform „planning logic"

- Different logics are equally valid as long as there is overall coherence throughout the planning cycle

Planning

Different thinking in three cases:

Pomeranian Bight: looking for available/suitable space

Middle Bank: Looking for best possible combinations of use

Latvia: Seeking to preclude conflicts

Leads to different steps in planning /planning logic

Planning

Pomeranian Bight:

1. Potential & existing conflicts between uses (based on stakeholder consultation)

2. Identification of key uses to be covered by the plan
   – *shipping routes, offshore wind farms, linear infrastructure, valuable ecosystems and habitats*

3. Identifying the spatial requirements of these uses

4. Buffer zones for linear activities and infrastructure (such as shipping, pipelines and cables) and non- linear structures such as offshore wind farms

5. Adequate designations for selected areas, with suitability/ appropriateness the guiding factor for assigning priority

6. Addition of management recommendations for each sector

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Middle Bank:

1. In-depth inventory of the planning area focusing on natural environment

2. Identification of current and future marine uses to be covered by the plan

   – *Transnational shipping routes, nature conservation, areas for juvenile cod, offshore wind farming, mariculture, aggregate extraction, linear infrastructure*

3. Principles for allocating marine space based on policy priorities and MSP objectives (e.g. avoid habitat fragmentation, reserve suitable areas for energy generation etc.)

4. Assess the impact of various uses on the natural environment

5. Priority for multiple uses based on compatibility assessment *(precautionary principle where habitat documentation is incomplete)*

Planning

Latvia:

- Identification of spatially incompatible uses and priorities arising from these
  - *e.g. oil mining platforms not allowed in military training areas*
- Identification of sea uses that cannot be shifted
- Establishing conditional compatibility and priorities arising from these
  - *Priority for shipping routes over potential wind park areas and fishery activities*
  - *Priority for coastal fishery and regeneration of fish resources in coastal waters*
  - *Priority for nature conservation at Natura 2000 sites*
  - *Priority for landscape over wind farm development in areas of outstanding natural landscapes up to 20-30 km from coast.*
- Mapping additional information...*such as territorial sea/EEZ, bathymetry,*
- Listing additional problematic issues with no real solution..*e.g. competencies of local planning authorities, underwater cultural heritage, minimising coastal erosion*

BaltSeaPlan **Planning**

Lithuania

- Map of current and planned sea uses to show spatial overlaps.

- Stakeholder consultation to highlight main potential areas of conflict

- Grouping of potential conflicts according to their nature and possible impact and influence on the development of other marine activities:

  - *Areas that carry certain risks to uses, particular sensitivity or existing assets (new uses would need to deal with these)*
  - *areas already occupied and where new uses would need to enter into negotiation with the existing user,*
  - *areas where certain uses would need to be given priority due to national policy or particular suitability,*
  - *no go areas to be avoided due to existing high level priority or future need*

- Definition of potential conflict management schemes for different types of conflict areas

Conflict Management Scheme

	special concern areas	reserved areas	priority areas	no go areas	new sea use
special concern areas		orange	yellow	dark red	yellow
reserved areas	orange		orange	dark red	orange
priority areas	yellow	orange	orange	dark red	orange
no go areas	dark red	dark red	dark red	dark red	dark red
new sea use	yellow	orange	orange	dark red	orange

yellow	No obvious conflicts; management hints: priority assessment, mitigation measures, avoidance of specific sensitive areas/assets
orange	Conflicts possible, but manageable; hints: compensation measures, feasibility studies including cost efficiency assessment, strong national priority status
red	High level conflicts, no management possible until restrictions removed due to closure of activity, new high level priority assigned, re-planning (planning) would be needed

Lesson 15:
There is a plurality of zoning concepts

- Prohibiting uses vs encouraging uses
- Different types of zones applied in BSP

	Priority area	Reserva-tion area*	Recom-mended zone	Suitable area	no go area	Trans-national zone	Open use area
Vision	x	x		x	x		x
Pom Bight	x	x		x			x
Middle Bank	x		x			x	x
Latvia	x	x			x		x
Lithuania	x	x			x		

* BUT defined differently by Latvia and Lithuania

Lesson 16:
The same name may hide a different concept

Priority area:

• „One type of use receives priority over all other types of use. No use is allowed that would significantly constrain the use that is given priority in this area"

• as above, „to be assigned based on pre-existing priority uses (policy documents) or environmental conditions"

• „Those areas deemed most suitable for specific uses"

Reservation area:

• "A less stringent priority area (more open to negotiation)"

• "Area already occupied (reserved) by uses such as navigation routes, port areas, military areas, dumping grounds, Natura 2000 areas"

• "Area where uses are considered a priority if agreement with other sea uses is achieved and no major conflicts exist, or if additional research is needed in order to ascertain what is the most appropriate sea use in a particular area"

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Planning

Zones proposed by Plan Bothnia Minimum Requirements:

General use zone: covers all areas not covered by any other zone

Priority use zone: no use is allowed that would significantly constrain the use that is given priority in this zone (e.g. shipping lanes, nature conservation areas, fish spawning areas, material resources, archaeological sites etc.)

Restricted access zone: certain uses are prohibited (the opposite of the priority use zone – does not give priviledge, but prohibits an activity)

Lesson 17:
Plans are more than zoning

- Zones need to come with management implications/ management plans

- E.g. OWF, Natura 2000, shipping, fishing

- Fishing zone depends on whether it is a spawning ground or fishing ground (comes under nature conservation)

Lesson 2:
There is no set maritime spatial plan

- Despite similar overall aims and objectives, BaltSeaPlan partners developed different types of plans. These differences grow from different situations in the pilot areas and different national starting points

- It is important to definethe type of plan before engaging in planning:
  - *Vision for marine space*
  - *Strategic plans setting out principles for marine use and options for allocating space*
  - *„zoning plan" with designated areas for certain uses.*

Lesson 18:
The importance of creating (transnational) coherence

- The importance of fit and docking points
- Zones do not need the same name, but need to mean the same thing
- Challenge of transnational knowledge gaps
- Challenge of transnational stakeholder involvement
- Transnational requirements will be elaborated this afternoon.

Lesson 19:
The best understanding of MSP is generated by doing it

- Do not be put off by erceived difficulties!

Thank you

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