



# Twelve Years of Promoting Maritime Spatial Planning in the Baltic Sea Region:

From the VASAB Wismar Declaration 2001 to the current status of MSP in the countries around the Baltic Sea Region – an inventory

Jacek Zaucha

Maritime Institute in Gdansk

Based on the experience of BaltSeaPlan and joint VASAB-HELCOM Working Group on MSP



# Key milestones of the past





BaltCoast

Plancoast

EastWest Window

BaltSeaPlan

PartiSeaPat e

'01 '03 '04 '05 '06 '07 '08 '09 '10 '11 '12

Green Book

Blue Book

Roadmap for MSP

MSP workshops

VASAB+

Connecting Potentials

VASAB working group on MSP and ICZM

LTP

Joint HELCOM VASAB working group on MSP

'01 '03 '04 '05 '06 '07 '08 '09 '10 '11 '12

Maritime Plan M-P

Maritime Plan Gulf of Gdańsk

Maritime Plan German EEZ

First cross-border plans in BSR

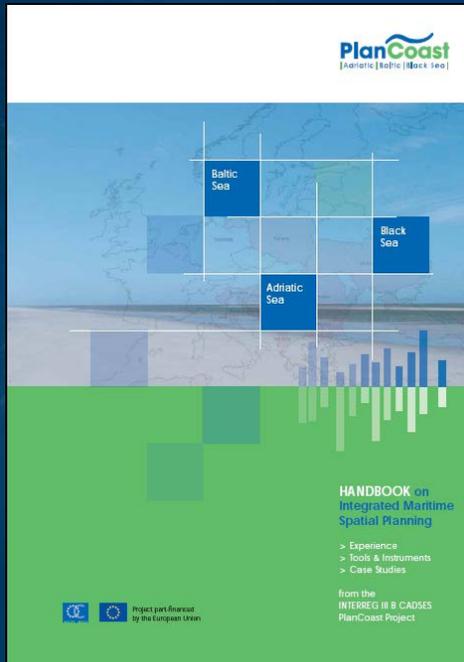
Maritime Plans in LV and EE



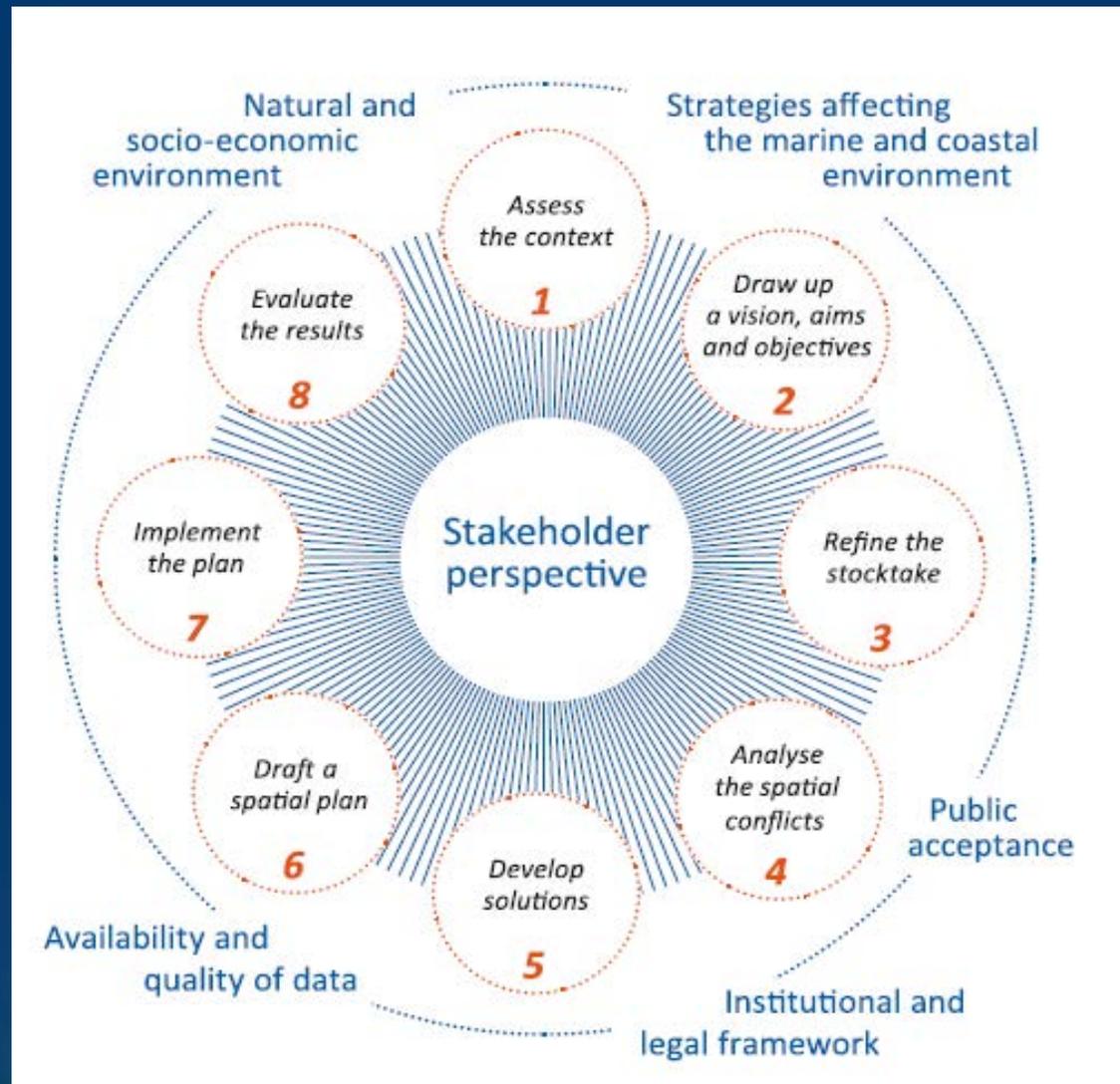
# Sea Use Planning of the German Baltic Sea ( MV )



# Planning process



PlanCoast Handbook on IMSP  
[www.plancoast.eu](http://www.plancoast.eu)



## ACTION AGENDA OF THE LTP. (2009)

### Actions related to MSP

Action Agenda 14: Motorways of the Sea ...

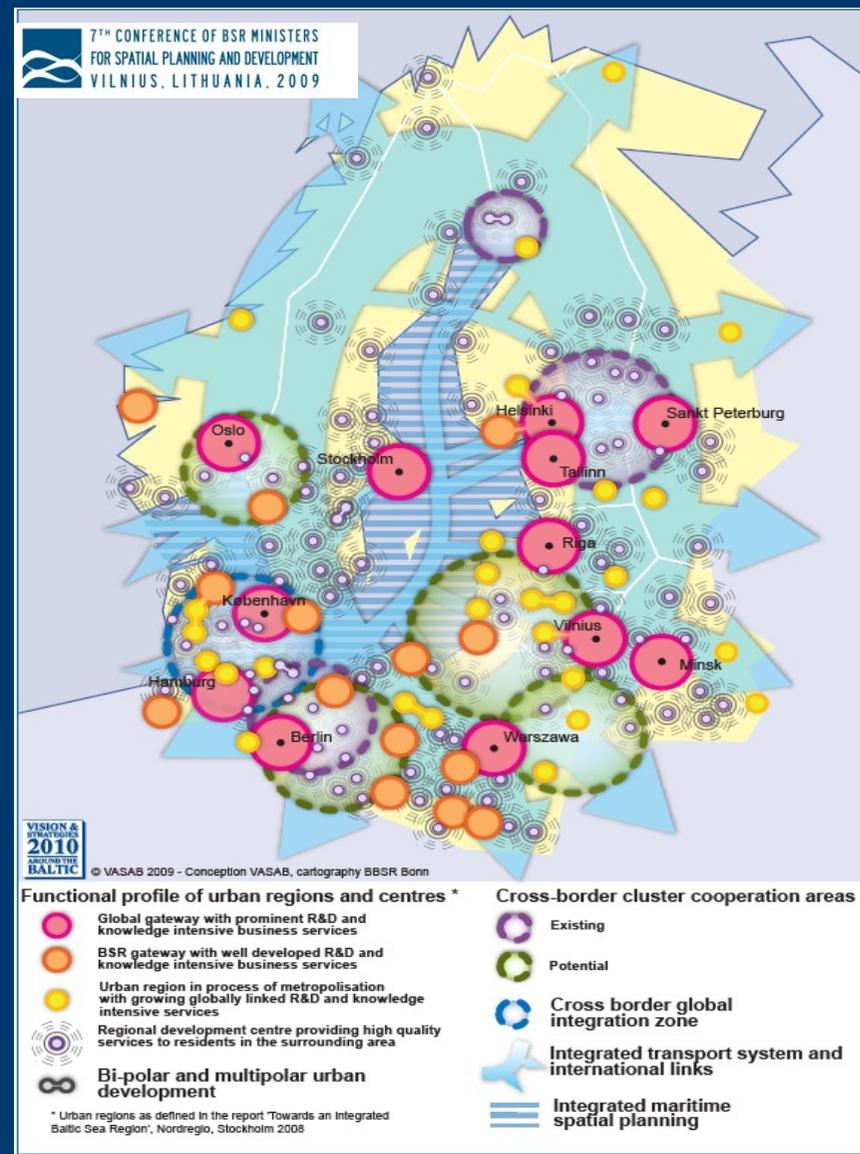
Action Agenda 15: intelligent sea transport corridors ....

Action Agenda 17: BSR Energy Supergrid ...

Action Agenda 20: common approach for the Baltic Sea MSP.

Action Agenda 21: demonstration projects for areas of severe use conflicts (e.g. the Gulf of Finland, the Gulf of Riga, .....

Action Agenda 22: capacity building actions in MSP



*Sea fully integrated*

## HELCOM-VASAB MSP PRINCIPLES on broad scale MSP

1. Sustainable management
2. Ecosystem approach
3. Long term perspective and objectives
4. Precautionary Principle
5. Participation and Transparency
6. High quality data and information basis
7. Transnational coordination and consultation
8. Coherent terrestrial and maritime spatial planning
9. Planning adapted to characteristics and special conditions at different areas
10. Continuous planning

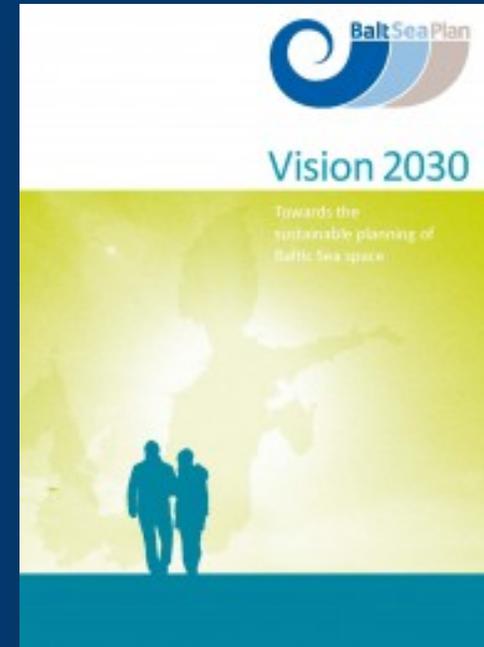


	1.1	1.2	2.1	2.2	3.1	3.2	4.1	4.2	5	6	7.1	7.2	8	9	10.1	10.2
A.	+-	++	+	+	+	+	-	+	+	+	++	+	-	+	+-	--
B.	++	-	++	++	+	+	++	+	+	+	+	.	+	++	+-	--
C.	+-	++	+	+	+	+	-	++	++	+	+	-	+	+	--	--
D.	+	+	+	+	+	+	++	++	+	+	++	+	-	+	++	-
E.	+-	+	+	+	+	+	+	+	+	+	+	+	++	+	++	-
F.	-	++	+	+	+	+	-	+	++	++	+	+	.	+	+-	--
G.	+-	++	+-	+	+	+	-	.	+	+	.	+-	+	.	--	--
J.	-	+	+	+	+	++	++	++	+	++	+-	+	-	+	+	+
K.	-	+	+	+	+	+	+	++	+	-	+	+	+	.	++	+
L.	++	+	+	+	+	+	.	.	+	+	+	+	+	+	++	+
++	2	4	1	1		1	3	4	2	2	2		1	1	4	
+	1	5	8	9	10	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>

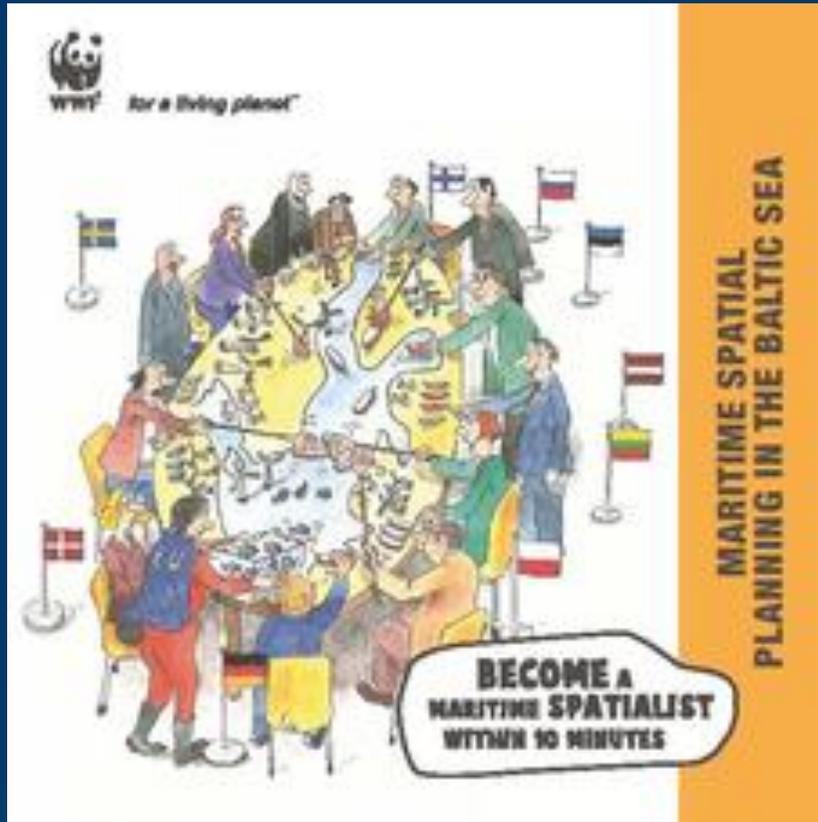
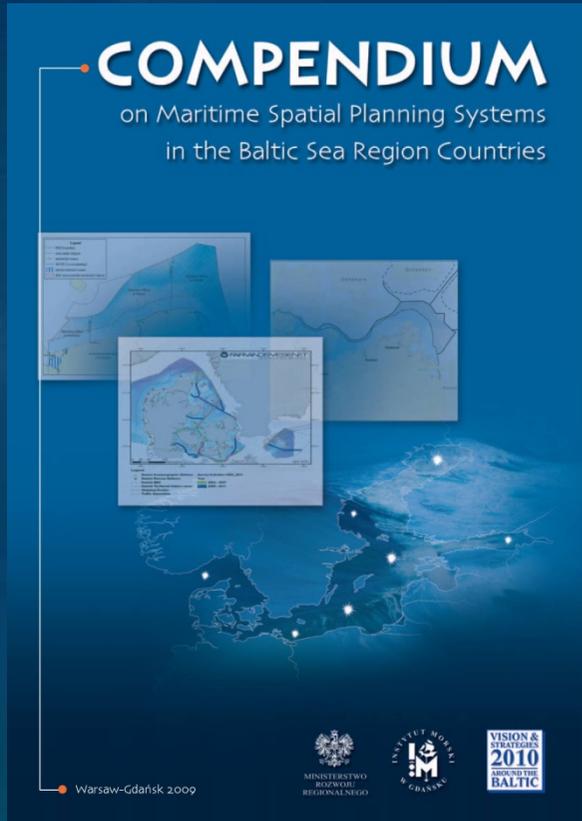
## Conclusions

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

- > **Pan-Baltic Thinking....**
  - *the whole Baltic Sea as ONE planning space and ONE ecosystem*
  
- > **Pan-Baltic Topics....**
  - *Healthy marine environment*
  - *Coherent pan-Baltic energy policy*
  - *Safe, clean and efficient maritime transport*
  - *Sustainable fisheries*
  
- > **Pan-Baltic approach....**
  - *Transnational cooperation*
  - *MSP coordinating body*
  
- > **Spatial allocation based on....**
  - *Baltic Sea wide environmental assessment*
  - *Socio-economic cost-benefit analysis*
  
- > **Spatial connectivity....**
  - *Linear infrastructure, corridors and patches form backbone of national MSPs*
  
- > **Spatial efficiency....**
  - *Baltic Sea space is used sparingly*
  - *maximize the use of “used” space*
  - *think of synergies*



# Food for thought

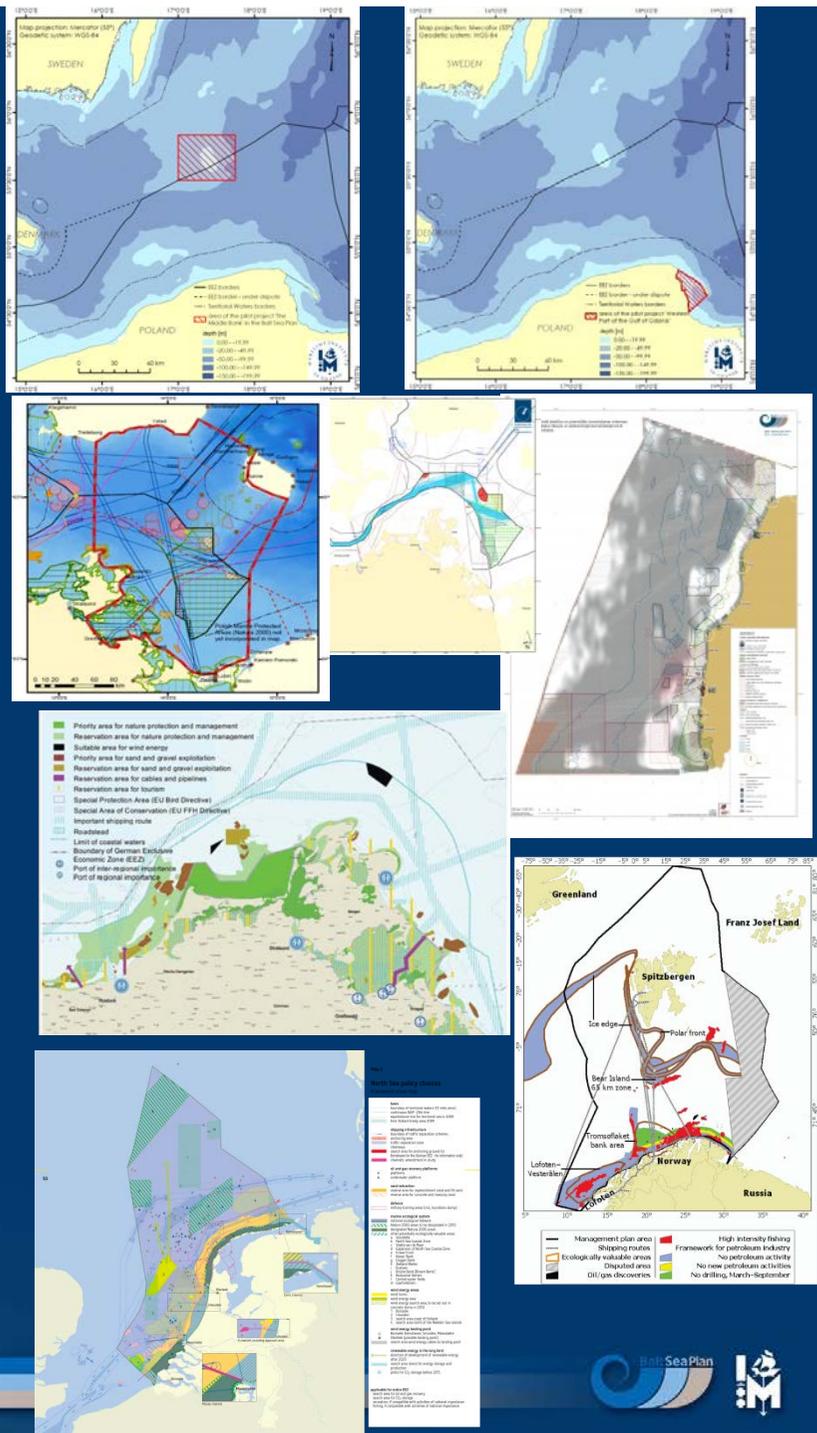


# Current situation



## Plans/projects/cases examined:

- A. Spatial Development programme of Mecklenburg-Vorpommern
- B. Spatial plan for the German EEZ of the Baltic Sea
- C. Pilot MSP for Western part of the Gulf of Gdańsk
- D. Pilot MSP for the Southern Middle Bank
- E. Pilot maritime spatial plan for the Western coast of Latvia and the adjacent waters
- F. Pilot Project Pomeranian Bight / Arkona Basin
- G. Pilot MSPs for the Western coast of Hiiumaa and Saaremaa and Pärnu Bay
- H. Regional plans extended to the sea in Finland
- I. SWaM in Sweden
- J. Plan Bothnia
- K. Extension of the National General Plan of Lithuania to the sea - covering territorial waters and EEZ.



## DRAFT REGIONAL BALTIC MSP ROADMAP (under elaboration)

### GOAL

The common goal is to draw up and apply maritime spatial plans throughout the Baltic Sea Region **by 2020** which are **coherent across the borders** and are based on/apply **ecosystem approach**.

(EU Strategy for the Baltic Sea Region)

Reaching this goal will provide a predictable framework for maritime economic investment and activities, for creating job opportunities, and at the same time ensuring compatibility with good environmental status.

*MSP  
integrated  
into EU  
Strategy for  
the Baltic  
Sea Region*

# Bringing maritime spatial planners together in the BSR

Course for maritime spatial planners under elaboration



## I. Target Group

The key target group consists of professionals from the different agencies responsible for Maritime Spatial Planning (MSP) in the Baltic Sea Region (BSR). A second target group are MSP relevant NGOs and consulting companies seeking their future stake in assisting MSP process. The organisers foresee that participants have different educational backgrounds. Knowledge in English, written and spoken is required for successful participation.

## II. Objective of the Course

Especially for the first the course a key task is to bring together the maritime spatial planners in order to ensure a good implementation of MSP in the region. The main objective is to convey profound information on MSP and the "state of the art". A second objective is to bring maritime spatial planners together and create informal professional network(s) among the planners. Lectures and discussions with experts (MSP drivers in the BSR) will be organised with the aim to inspire the audience and wrap up discussions.

## III. Structure and Content

- Focus of contents:
- \* Rationale for MSP as seen by different actors and agencies
  - \* Legal and administrative structures – existing and emerging
  - \* Overview of substantive problems to be handled i.e. the deepening of the maritime spatial planning essence and rationale
  - \* The interface between MSP, CZM and terrestrial planning
  - \* Cases to demonstrate approaches, tools and to stimulate discussion
  - \* Knowledge or introduction to tools and techniques: information tools such as GIS and process tools such as SEA.
  - \* Two issues for deeper theoretical consideration: stake-holder involvement and the concept of planning



# PartSeaPate (2012-2014)

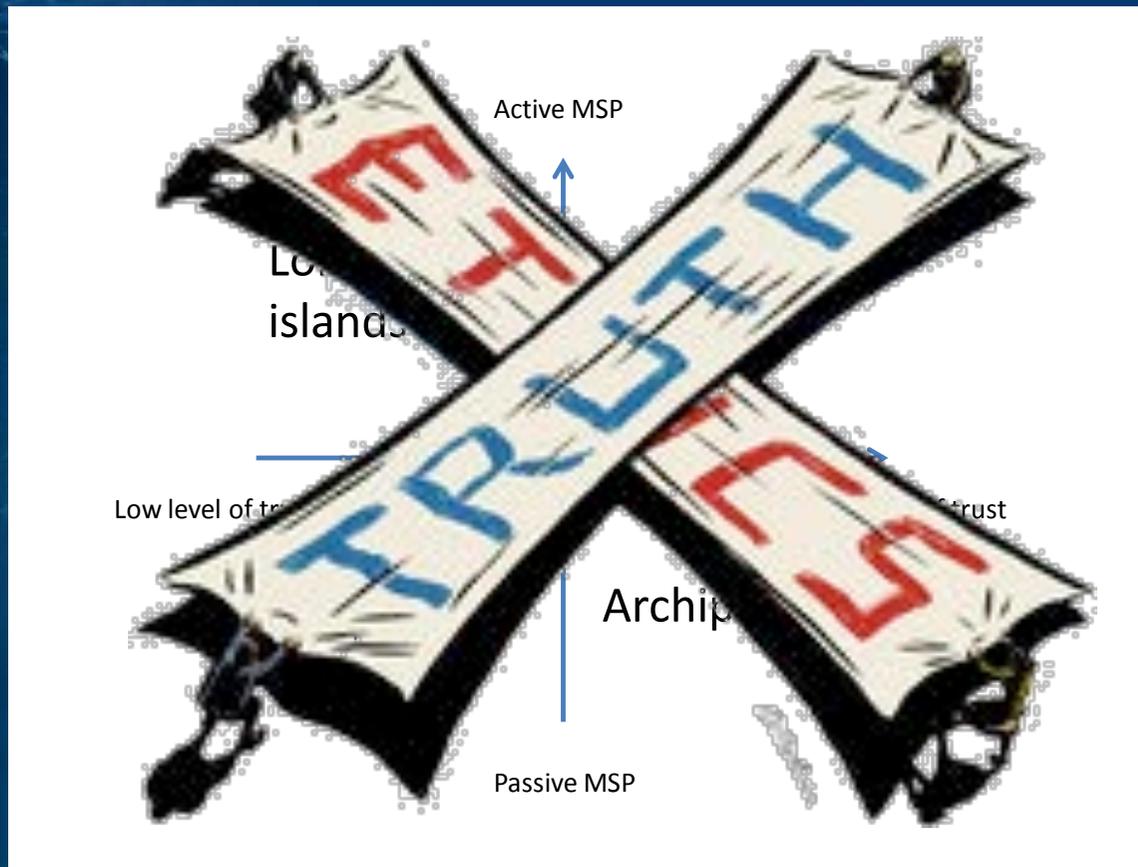
## Main Outputs:

- ❑ Update of Compendium on MSP Structures around the BSR
  - *Taking into account suggested EU framework*
  - *Showcases on interlinkages between different governance levels*
- ❑ Model Cases for multi-level governance in MSP
  - *Roadmaps / Reports / Tools for transnational MSP stakeholder consultation*
- ❑ Handbook on multi-level / transnational MSP consultation process
  - *whom to involve, when to involve, how to involve*
  - *what to expect & achieve at the end of the process*
- ❑ Institutional & Governance Model (Policy) for transnational MSP
  - *MSP consultation process*
  - *Common Standards for MSPs: i.e. transnational topics, comparable legend, similar restrictions zones*
  - *Procedures & standards for the transnational data exchange*

# The future



# Scenarios and strategic choices



**Passive MSP:** all important decisions are taken outside the MSP planning domain.

**Active MSP:** the process is used for revealing and aggregation of preferences of different stakeholders with regard to the sea space

High level of trust: Baltic nations can easily agree on the most beneficial, from BSR point of view, locations of different sea activities & the benefits out of them are shared in a fair way.



# Thank you



**Baltic Sea Region**  
Programme 2007-2013

Part-financed by the European Union  
(European Regional Development Fund)

